Grand Prix

INTERNATIONAL

SWISS GP

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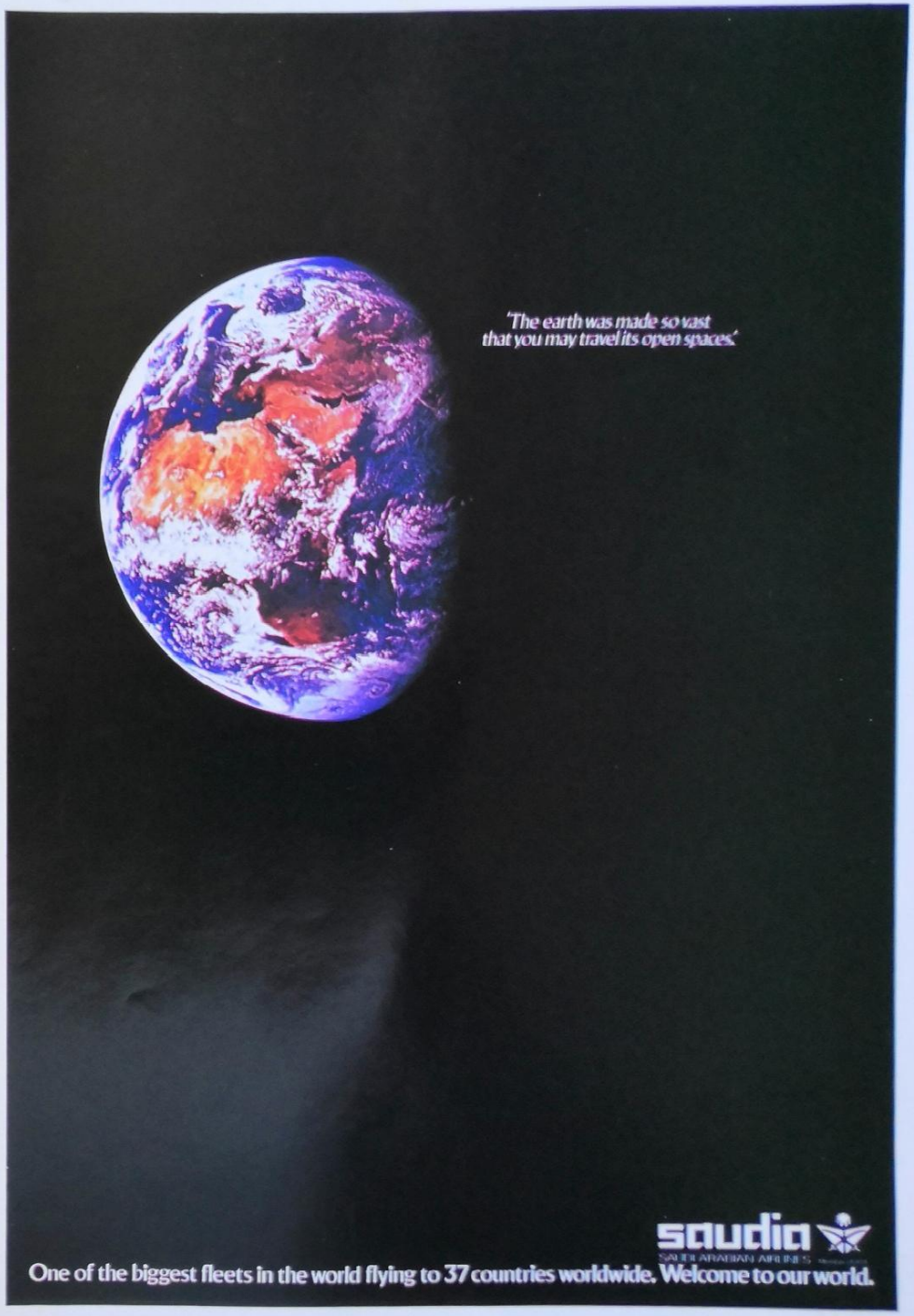
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LONGINES

A Matter of Style

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N°56 (ITALY) WILL BE ON SALE ON SEPTEMBER 17, 1982

Grand·Prix INTERNATIONAL

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With Alain Prost slowed at the end by road-holding problems, René Arnoux the victim of injection problems and Nelson Piquet delayed by a refueling stop and the wrong tyres, Keke Rosberg took fortune by both hands and won with the fire that has become his trade mark.

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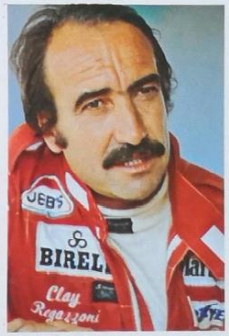

How does a Grand Prix driver survive a major crash and recuperate: and faster than anyone else? The question was put to Niki Lauda, Clay Regazzoni, Marc Surer, Jean-Pierre Jabouille, Stirling Moss and David Purley. And to the doctor in charge, Professor Sidney Watkins. Keith Botsford and our collaborators listened.

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The paddock in Dijon

RENAULT: PROST AND LOTUS

Renault's Press Centre in the paddock at Dijon was the scene of the official announcement that Alain Prost had renewed his contract with Renault. There were also details of the contract signed with Lotus on the eve of the Austrian Grand Prix.

Team Lotus will start the 1983 season with one Renault-engined car and a second will be made available as soon as possible. The agreement, which runs for both 1983 and 1984, provides for eight V6 1.500cc engines plus maintenance. A financial agreement was signed which is separate from breakage or the cost of modifications. One Renault engineer will be permanently detached to Lotus. Lotus will install the blocks and its accessories (heat exchangers, turbo, electronic injection) in accord with the dispositions Renault makes for its own engines, thus seeking to limit any possible malfunctions. In case the engines prove successful, then Lotus will be free to make certain modifications.

Colin Chapman, Elio de Angelis, and Nigel Mansell were alongside Gérard Larrousse at the press conference, with Chapman beaming. Elio and Nigel looked slightly more reserved, both saying they'd have to wait and see how the engine worked in their cars before making any judgments. That cannot be done before December.

At a later lunch given by Lotus by their motor home, it became clear that certain problems still remain to be solved. One is what happens if the Lotus finishes ahead of the Renault. On which Chapman said that there would be no problems of communication on engine development. Asked if there would be equally clear channels on chassis developments, Chapman was less forthcoming. A second is who gets to drive the new car. To Elio, it seemed plain that he would; to Nigel it appeared unlikely that he would. Chapman said both would have to wait and see.

ELIO WON BY 0.05s OFFICIAL !

So close was the gap between Elio de Angelis's winning Lotus and Keke Rosberg's Williams in that thrilling grandstand finish to last month's Austrian GP that even the ever-efficient Longines timing system was at first unable to separate them. The official results sheet issued after the race put the gap at 0.125 second, but even assuming that the two crossed the line at "only" 200 km/h, a calculation shows that 0.125s represents about seven metres — and Keke was plainly much closer than that.

"I'm afraid it was a human error, and nothing to do with our equipment," confessed Caspar Arnet of Longines when we approached him at Dijon. *"When two cars are so close, the special radio emitters which we fit to each of them would normally give two signals, which should be picked up by our receiving equipment on the start/finish line.*

"As luck would have it, the emitters on the Lotus and the Williams were operating on such close frequencies that they gave the same signal. And the light beam system which we use as a back-up could not be used, because as far as the beam was concerned the two cars were so close that they were just one long vehicle."

In fact the incorrect 0.125s margin represented the time that the Longines operator in Austria took to press his "trip" button a second time, so that his equipment would at least register the passing of the Williams.

"As an additional back-up, on the startline we have a special TV system which operates on 100 frames per second frequency," says Arnet: *"our first look at this suggests that Keke passed the line five frames after Elio, which works out at a gap of 0.05."*

◆

• Feelings ran high in the Dijon pit lane on Saturday afternoon after an incident when **Brian Henton's** Tyrrell left **Nigel Mansell's** Lotus-JPS stuck in the catch fences (and almost out of the race). Traditional British *sang froid* was cast aside for a moment as Mansell accused Henton of blocking tactics, to which the Tyrrell boy responded quickly. *"Shut up or I'll lay one on you,"* quoth Brian as mechanics nervously moved forward to prevent a physical clash.

NIKI'S URGENT SAFETY PROPOSALS

It was good to hear that the PRDA's suggested rules — which Lauda would like to see enforced in time for the first European race of the 1983 European season — had met with support not only from a great majority of the drivers, but also from most of the designers.

The most significant rule change in the PRDA manifesto is a restriction on plan area to 3.5 square metres, which represents a reduction of approximately 20 per cent on the coachwork which can be exploited at present to generate downforce. There are also demands for a reduction in overall width to 200 cm (from the present 215 cm); increased footwell protection; and a minimum weight limit of 550 kg (1982: 580 kg) which would have to be observed at all times, thus eliminating forever the still-prevalent "brake cooling water" bottles.

"We will also be proposing some engine restrictions for 1984," said a cautious Niki, *"but we haven't yet decided the best way to do it. It could be some kind of air restrictor, as in F3, or a fuel flow restrictor. For the turbos there could be some form of boost restriction."*

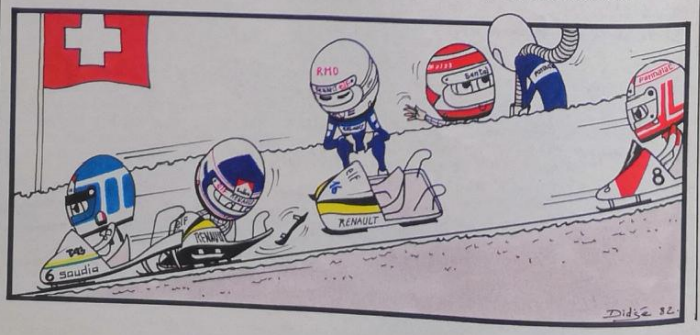
To the satisfaction of the British teams and of Ferrari (who appears to have changed his mind on the matter), the PRDA's 1983 proposals do *not* include a skirt ban. Instead, it is suggested that skirt height should be almost doubled, from 80 to 150 mm, in order to allow more compliance and, thus, more suspension travel.

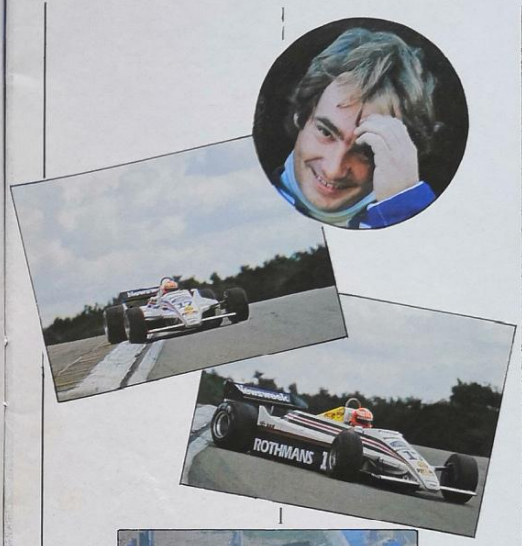
The one team which is unable to agree with the suggestions is Renault, and Alain Prost, apparently on team orders, was the one PRDA member who declined to sign. René Arnoux, however, is believed to have given Lauda his support.

It remains to be seen whether this near-unanimity among drivers and teams can be used to reverse the dangers which everyone agrees have become unacceptable with the present F1 cars. Recent events at Zolder, Ricard and Hockenheim suggest that they are urgently required.

◆

• Dijon's tight and often unpopular security measures were not enough, it seems. On Saturday night, thieves broke into the Longines-Olivetti timing box and stole a monitor and a tape recorder. The thieves, it seems, had a key to the locked door...





• Henton was also occupying the uncharitable thoughts of **Keke Rosberg** in the final Saturday session. *"He blocked me badly when I was on my qualifies,"* said the Williams team leader, *"so when I saw a Tyrrell coming up behind me I, ahem, made it a bit difficult for him to pass. Unfortunately, it was Michele (Alboreto), and now I shall have to go and apologise to him..."*

THE TYRRELL DOUBLE BLUFF?

"Lancia? I'd never really thought of them," said Ken Tyrrell when asked which turbo he might use in 1983. Tyrrell is already involved in "reasonably advanced talks" with a manufacturer to provide him with turbo engines for 1983, but he wasn't saying which turbo that might be. And the Lancia turbo that 1982 F1 revelation Michele Alboreto drives in Endurance races didn't apparently enter into Big Ken's reckoning.

But Tyrrell recognises the need of a turbo. *"You have to have one to attract sponsorship, which I'm busily seeking at the moment, and have been all year,"* said Tyrrell. *"Yet at the same time, you need sponsorship not only to run the team, but perhaps pay for the turbo."* That's called Catch 22.

Meanwhile, Ken was able to confirm that Alboreto was under contract for another year. Which brings us back to Lancia. Their open sports car won't be allowed in Endurance races next year, so why not a Tyrrell-Lancia driven by Alboreto in 1983? If he were to run a turbo next year, Tyrrell admitted that he would have to build a new car, and time to design such a car is running out.

THE FORBIDDEN SUBJECT

Safety is a boring subject. Death and injury are not boring subjects. They make headlines around the world. And frankly, they are quickly forgotten. The driver who walks out of a shunt thinks his number's not up for ages. It is that old illusion that it's always the other guy.

Though the Swiss GP at Dijon was remarkable for the fact that nothing went wrong -- though Arnoux had a nasty moment in practice that could have gone wrong -- accidents and safety must be talked about. Today's cars are, in fact, projectiles.

We know it's not a popular subject. You don't win votes by saying the sport is dangerous. That doesn't change the fact.

The fact is admitted. Accidents are an occupational hazard. But what we should be considering is: first, how injuries to drivers can be limited; second, how accidents to spectators -- and nothing would kill the sport quicker -- can be made so unlikely as to be a remote possibility.

On the first point, a number of suggestions are made. The PRDA makes them and the drivers are those most clearly concerned: at least on point number one. The latest set of suggested modifications of the rules proposed by Niki Lauda's working group seems to find a sympathetic hearing. But when we asked whether those suggestions had a hope in hell of being accepted, we were told they didn't. Why not ? Well, because the drivers were going at it from the wrong end. The right end, said the FISA Safety Committee, was to tell the engineers what was wanted and let them get on with it. Engineers can cope.

But the Safety Commission had other things to say, besides proposing engineers as the arbiter of drivers' and spectators' lives. In fact, early in July, it reported to FISA in the following terms: that (1) "current cars had outstripped the safety margins of many circuits and would soon engulf others"; and (2) "that it would not issue further Formula One licenses to circuits unless action was taken to reduce the performances (especially cornering speeds) of Formula One cars"; and (3) "reserved to itself the right to withdraw current licenses under the same conditions."

To date, FISA had not answered.

In a communication to GPI, Professor Watkins, the FISA and FOCA official doctor, and Derek Ongaro, the man responsible at FISA for circuit safety, reported that: "The Circuit Safety Commission is limited in its scope of action, in that it is required to try to update circuits and make them safe for racing (usually one circuit per year) and in so doing, circuits are often modified against the wishes or requirements of other forms of motor sport." The Commission, they further specified, "has no control over the specifications of cars or car safety standards."

The question has to be asked, why not ? Bernard Ecclestone came up with the answer. His answer ? The argument was there for the settling. As to drivers, everything should be done that is possible to make the driver's safety unit better, especially in regard to protection of the drivers' legs (with particular reference to Ferrari ?); and as to spectators, every innocent bystander who chose to come to a race had a right to be protected (how ? by permeable nylon catch fencing that didn't work ?). It was, said Mr. Ecclestone, "all a matter of the will to get it done."

And his solutions, like the drivers', were possible, plausible, sensible. Then why were they not carried out before it was too late ? Well, who had the will ? And who could impose it on those teams who didn't want it done ? We happen to think the authorities should listen to their Safety Commission, to the drivers, to Mr. Ecclestone and anyone else who has anything sensible to say. The price of obduracy and burying the head in the sand is too high to contemplate.

G.P.I.

THE FLYING FINN... ISH!

He failed to do it at Zeltweg by a whisker. It was a vital whisker, though, representing as it did that immeasurable gap between the thrill of victory and the numbness with which every close 2nd-place man must console himself. The race at Dijon drew to an equally breath-taking conclusion, although the winner's final advantage was considerably greater than in Austria. No whiskers about this result, then, unless you looked at the moustache which could not disguise the delight on the face of Keke Rosberg, at last taking his first ever Grand Prix victory.

by Didier Braillon

When he stepped off the podium, the sweaty hair and bristling moustache indicated that here indeed was a happy man. Half an hour before, the official chequered flag accompanied from the Williams pit by a frantically waved Union Jack had greeted Keke Rosberg's first championship win. It had been long awaited, and no one could say that it wasn't richly deserved, albeit not entirely expected in view of the superiority established since the start of practice by the powerful turbocars.

But the Williams boys left it a bit late, as the grid positions of their cars demonstrated. Indeed it wasn't until Saturday morning that Derek Daly and his engineers stumbled across a technicality which was to prove to be an essential ingredient in Keke's win. For several weeks now, understeer has been an almost insoluble vice in the handling of the sensitive short wheelbase FW08 chassis. No amount of calculus, no long hours in the wind tunnel, could solve it. Yet as soon as he put on the front wings - in a desperate move -- Derek found that they were an instant solution, almost without any of the penalties of reduced straight line speed which are normally associated with them. Keke tried them too -- and then it was just a question of choosing the right rubber.

Said Keke: *"Frank Williams, my engineer Frank Dernie and I worked together all weekend to try the right set-up for the race. Then we made a last minute change with the tyres -- and it worked fantastically. I had three different compounds on the car for the race: Ds on the right hand side, a C on the left front and a B at the left rear. The decision to go with a B -- which is pretty soft -- was taken only just before the start: I tried it on the warm-up lap and it felt really good. I just said 'This is the way to go.' No argument."*

And it worked. At the beginning of the race, penalised as usual by the hitherto secret Williams "tweak" of starting the race with deliberately under-inflated tyres, Keke lost 19 seconds to Prost, and with 20 laps to go it still stood at more than 17 seconds as the FW08's rubber warmed up to ideal pressure. But Prost's Renault, hampered by a badly worn skirt and the overheated tyres which resulted, rapidly lost ground. It was on lap 79 that Keke saw his chance on his way into the loop, and aimed the Williams for a gap which Prost courteously opened for him. The "atmospheric" had gobbled up the turbo.

"To tell the truth," said Keke, *"after I'd seen the time which Prost had done in the warm-up I gave up any hope of beating the Renaults. If they'd really done those times with full tanks and race rubber, then they should have lapped everyone. But I was told that he had taken a gamble on soft tyres, so I knew that I had to let him go and just wait to see how long his tyres would last. Arnoux was on harder Michelins, and he was about as quick as I was in the warm-up. Niki ? He was slower."*

Among the Michelin engineers there was certainly some concern about Renault's choice of tyres for Prost *("it's impossible to say what will happen when they choose a tyre that's only been tried for three laps in the*

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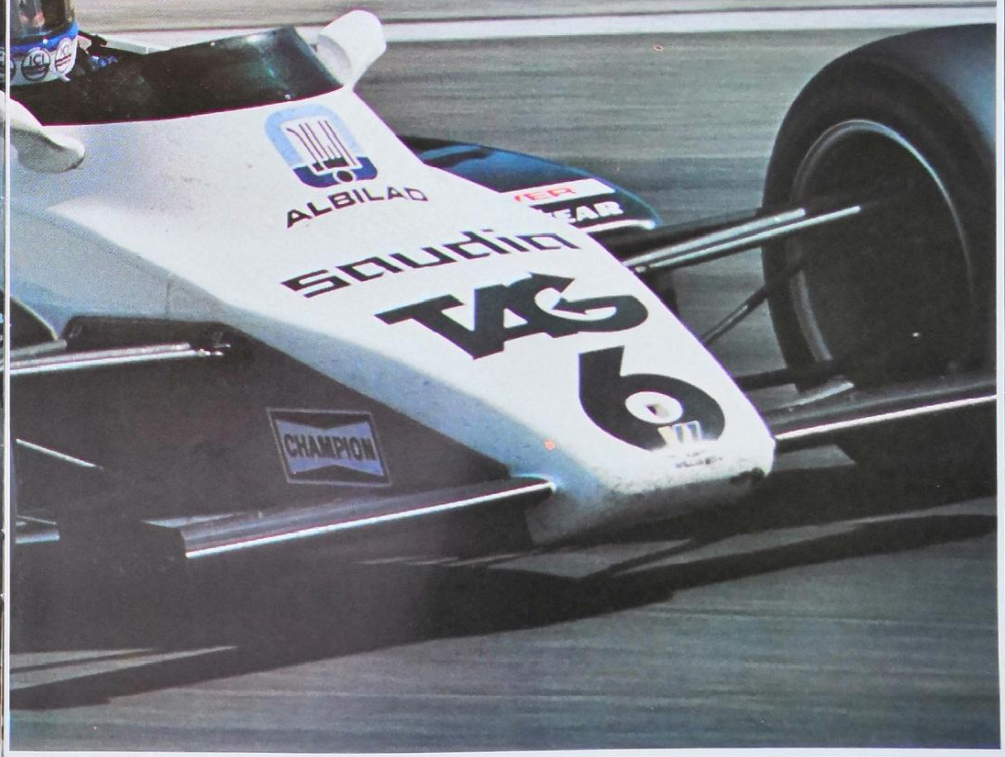


warm-up session"), but under the inevitable questioning which he had to face after the finish, Alain himself defended the choice.

"Yes, it's true that we didn't know much about this combination of tyres. They were perfect until about half distance, but from then on the car started to understeer horribly. For some reason which we haven't yet been able to discover, the left side skirt had torn away at the back. That's the reason why the front tyre was knackered, not because we went too soft, and by the end of the race the thing was completely undriveable: every time I touched the brake pedal, the front wheels locked up."

It appeared that the start of Prost's troubles might have been a little excursion which he took over a kerb coming off the loop, on lap 5. The cause was a trail of oil thrown out from the exploded engine of Guerrero's Ensign, a trail which also caught out Piquet, Warwick and de Cesaris. Not so: *"As soon as I spotted the oil I decided to drive straight on, and I managed to go around the back of the raised kerb section. It wasn't that which damaged the skirt, I'm sure of it."*

As Keke was at pains to point out afterwards, Prost drove like a sportsman, and did nothing to block the Williams on the thrilling 79th lap, despite the crucial situation between tham at the top of the championship table. These good manners were not, however, shown by Andrea de Cesaris, whose Alfa bottled up a good half dozen cars -- among them Keke's as he came up to lap the Italian.

"I was closing on Arnoux, and then I got stuck behind the Italian," said an angry Keke. *"He was blocking me everywhere in the turns, but on the straight I wasn't quick enough to do anything about it. If I had slowed down I would have had Niki all over me, so it was deadlock: I was damaging my tyres, and at the same time Arnoux managed to pull out ten seconds advantage over me. It really pisses you off when you've been sitting there for about an hour, while some idiot destroys your good day's work. At Monaco we were on the same lap, so it was understandable what he did, but here I was trying to lap him. He's one of the drivers who's always talking about safety, but this could have been a dangerous situation. I'm going to write to FISA about it and suggest that he should be suspended for one race.*

"I think Niki must have been quite amused by it all. At the start I almost got past him because everyone went for the inside line at the first corner, and I must have passed five or six people there. It was half a dozen laps before I managed to pass Niki, and then I put a little blister in the right front tyre, which is very unusual. After that, Niki came a bit closer, but he wasn't going to be able to pass me because although he was slightly faster on the straight with his narrow rear tyres than I was, overall I was quicker. And once I had managed to scrub the blister off there was no problem... until I ran up against Andrea. For several laps, though, I had to :oncentrate very hard on getting the last turn exactly right, because I'm sure that Niki would have been able to slipstream past me if he had got close enough at the beginning of the straight."

As the number of laps wound down into single figures, the Renaults were already in trouble. For Arnoux it was an injection pump problem which forced him to let Keke overtake on lap 73, just before the disappointed Frenchman stopped, in vain, for some attention to the pump and a quick churn of fuel. Two laps later his engine stopped for good. It was almost unnoticed, for Keke -- just as in Austria -- was on his way, charging as fast as he could, regardless of tyres or anything else that might stand between him and victory. The French crowd was stunned.

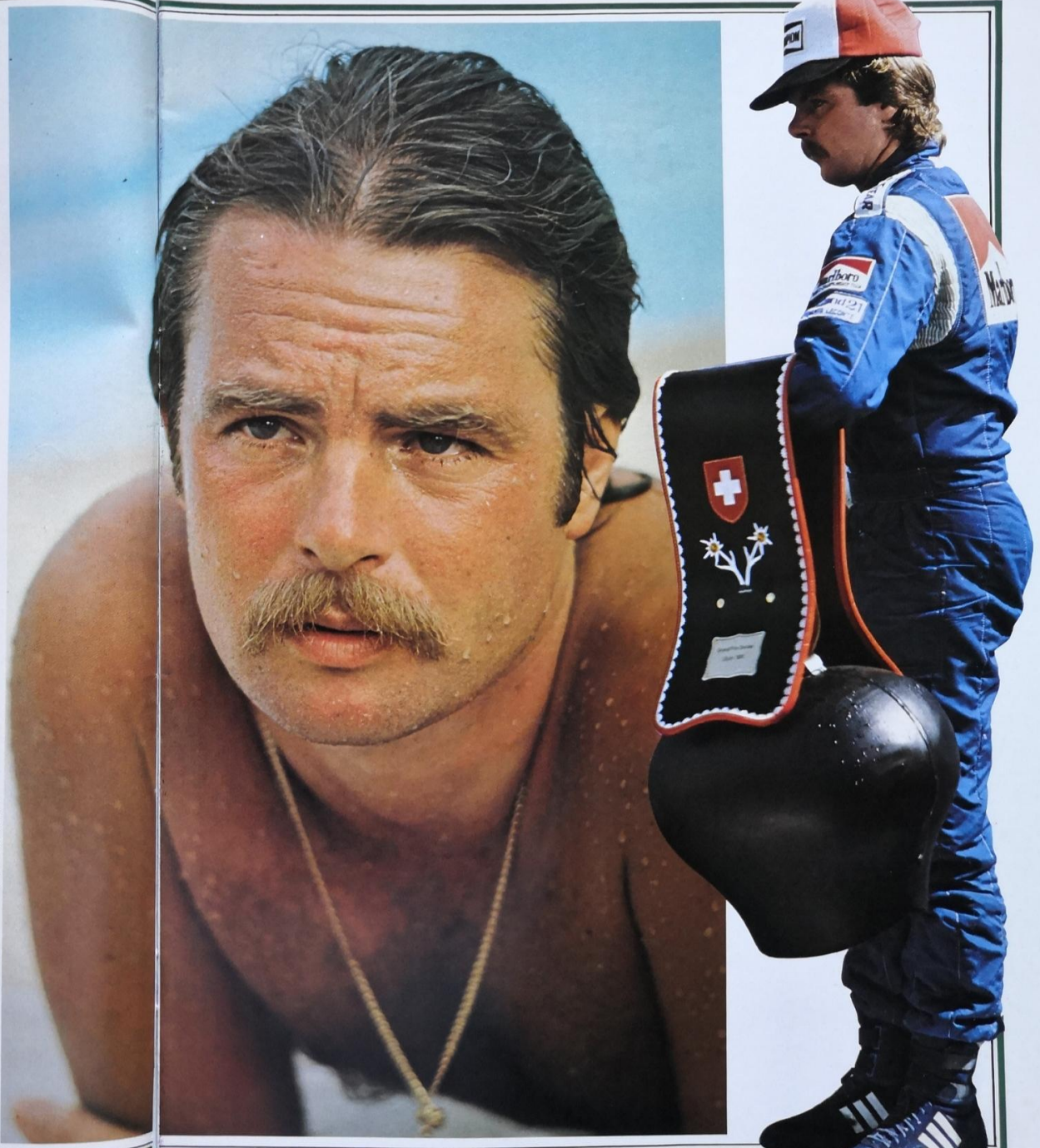
In the paddock, unseen by all but GPI's spy (!), Renault PR man Jacques Poisson was busily unloading crates of champagne into the refrigerators of the Régie's hospitality area. He should not have anticipated the result so soon, for Keke was not to be denied: the champagne was destined to flow in the TAG-Williams area, not at Renault.

For Keke, though, the post-race lubricant was mineral water. Pulling on a big litre bottle of Evian, he paid tribute to his team. *"Working with Frank Williams is great. Any victory is a combination of factors, and every one of them has to work exactly right. That's what happened today. Right from the start of the season the standard of preparation has been fantastic: I've now picked up points from nine of the 14 races, even including the Imola race which we didn't do and the 2nd place which was taken away from me in Rio."*

Now, after 49 GP starts, he was getting the star treatment -- and responding as only he can, with jokes and rapid-fire comments in all four of his fluent languages. On the championship, though, he was serious. *"So now I'm 11 points ahead of Prost. But he can win Monza: probably I can't. So, let's see... if Alain wins Monza and I don't finish, then where are we ? Yes, only two points difference before Las Vegas -- so you've got to be very careful about jumping to conclusions. I'll tell you what, though, I really need Patrick (Tambay) back in action. Does anyone know if he's going to be fit in two weeks ? I really hope so..."*

Meanwhile, on a traffic island in the centre of Dijon , a party of Finnish fans were also celebrating, among them a happy looking housewife who'd driven all the way from Helsinki on the back seat of a motorbike.

Who among them (or us) would have dreamed that the world champion designate this year would be driving a Cosworth-powered car ? Surprising though that may be, Keke Rosberg's fabulous late-race dashes are getting to be a habit. Today, the Flying Finn had pulled out all the stops to give us a wonderful, Flying Finn... ish ! □



Like Patrick Tambay at Hockenheim and Elio de Angelis at Zeltweg, Keke Rosberg has just won his first grand prix. For the moustachio'd Finn it was a well-deserved victory, for since the start of the season he had proved himself both tenacious and aggressive. His finishes are becoming legendary and Alan Jones can sleep in peace : Frank Williams has found a worthy successor...

PRACTICE

Dijon is not everyone's favourite circuit, but the area is popular for its high standard of cuisine and the vineyards that stretch all the way to Beaune. But as the simple circuit in the hills above the town is the closest to Switzerland, so it became the scene of the Swiss Grand Prix, a round of the World Championship. Those at the circuit could at least count themselves fortunate not to be jammed up with thousands of

French, Germans, Dutch, Belgians, English and Scandinavians on the nearby autoroute, as Europe terminated its collective and crowded holiday on the sun-soaked beaches of the Mediterranean.

Thirty miles away, the drivers at Dijon-Prenois had other targets: 1'05''95, the time set by **Arnoux** which gave him pole for the 1981 French GP at Dijon; and 1'03''10, **Prost's** fastest lap in official testing in July.

Both times were soon to be eclipsed. In Friday's unofficial morning session,

brightened with occasional sun, but generally cool, Arnoux set a 1'03''084 followed by **Patrese, Piquet** and **Prost.** As usual, the Renaults and Brabhams were at the forefront, but without their usual sparring partner, Ferrari. Patrick **Tambay** was in considerable pain from damaged vertebrae which were pinching a nerve and giving him very little feeling in his right hand. He did very few laps so as not to aggravate the situation and compromise his chances of racing. He began by testing the spare with the longitudinal gearbox (later replaced by the usual transverse model) and then took over the new stiffer-chassised 126C2/062. He only covered 15 laps, and reckoned that it would be almost impossible for him to complete the race distance on Sunday. The Ferrari was 13th fastest. Behind the leading turbos came **de Cesaris, Lauda,** who had been briefly held up by a faulty rev counter, **Laffite,** and a surprising **Surer** in the new Arrows. Then came **Giacomelli** whose session was cut short by a broken accelerator cable, **Jarier, Watson** and **Alboreto** who was in a new 011.

As usual, Williams drivers **Rosberg** and **Daly** were on full tanks to sort out tyres and skirts for the race. They set 23rd and 24th fastest times, more than four seconds behind **Arnoux,** who claimed to be running with 180 litres in his Renault.

It was overcast and cool when the first official session began at one in the afternoon. When the drivers had lapped on their first set of qualifiers by mid-session, **Prost** was quickest with a 1'02''561 on his seventh lap after a stop followed by **Arnoux** with 1'02''937 on his fifth lap, **Patrese** (1'03''503, lap 4), **Piquet** (1'03''617, lap 5), **de Cesaris** (1'03''699, lap 7), **Rosberg** (1'03''636, lap 6), **Giacomelli** (1'03''776, lap 4), **Lauda** (1'04''358, lap 2), **Tambay** (1'04''361, lap 5), **Alboreto** (1'04''523, lap 5), **Watson** (1'06''644, lap 3) and **Daly** (1'04''728, lap 4).

The timing monitors soon revealed that the drivers were on their second sets of qualifiers. The first to improve on his time was **de Cesaris** (1'03''023) followed by **Watson** (1'03''995), **Lauda** (1'02''984), **Arnoux** (the fastest for the moment with 1'01''740), **Tambay** (1'03''896), **Rosberg** (1'03''589), **Piquet** (1'03''366) and **Patrese** (1'02''997). The Renault's times were remarkable, but drivers weren't finished yet. They lopped whole tenths off one another's times, one seemingly waiting for the other to set a time before trying to beat it. And in the final quarter of an hour, it was **Prost** who was left in the pits on a set of qualifiers, to go out and beat **Arnoux**'s time. And

this he did, with a time of 1'01''380 at an average speed of 138.487 mph. The 1981 pole time had been beaten by 4''57 !

Only the Renaults beat 62 seconds, but the third fastest time went to Niki **Lauda,** winner of the ''normally aspirated division'' in front of **de Cesaris.** One might have thought that Niki would have been pleased with this performance, but that wasn't the case: *''there was too much traffic, I never got a clear lap.''* Yet the performance was still impressive, even if the Austrian was more than 1''6 slower than

Prost. It showed that recent testing has borne fruit. When the team tested at the circuit before the race, Niki was unable to better 1'07''5.

Giacomelli, who had set eighth fastest time, was one of a few not to improve his time with his second set of qualifiers, this due to an exhaust problem which cost the engine its ''edge''. **Surer** was 14th fastest, confirming the new Arrows' competitivity for he Austrian GP winner **de Angelis. Jarier, Guerrero** and **Winkelhock** were promising with 17th, 18th and 19th fastest times. Not so happy were **Boesel, Burne** and **Baldi** who were not qualified at this stage, the Italian bringing up the rear with a time 6''566 behind pole time in spite of a record 21 laps.

Saturday was much warmer and the second unofficial session took place under an azure sky. Most of the top teams practised their cars with full tanks, while the less competitive teams were struggling with a set-up to get them onto the grid. **Piquet** set the best time of 1'04''951 in front of the promising Alfas of **de Cesaris** and **Giacomelli,** the new Arrows was next up followed by **Guerrero**'s Ensign. Then came **Cheever** and **Mansell** followed by the improved March of **Boesel.** Renault, Williams and McLaren were on full tanks which explains why **Lauda, Arnoux, Rosberg, Prost, Watson** and **Daly** were in the 13th to 24th bracket.

Tambay did only 15 laps of which the best was 1'08''373. Then the team decided that it would advisable to pack up for the day and allow **Tambay** to rest in the hope that he might be well enough to tackle the 80 lap race.

There were two accidents during the session. The first, which caused practice to be stopped for 10 minutes, left **Serra**'s Fittipaldi in the catch fencing. *''I don't know what happened,''* said the Brazilian. *''I braked, and the car just went into a slide.''* The Fittipaldi suffered a bent rear wing and was soon out again. But **Arnoux**'s accident at the end of the session was much more serious. He crashed at the flat-in-fourth Pouas corner (where **Prost** shunted last year) for no apparent reason. It might have been caused by a breakage or a puncture, but the whole of the rear end of the car was so badly damaged that the cause couldn't be diagnosed. The speed of the accident bent the monocoque around the fuel tank, and it was just as well that René hit the barrier with the rear end of the car.

The sky was a little more overcast for the final timed session, but it wasn't as cool as it had been on the previous day. Renault reckoned that the track would be slower than on the previous day, so Jean Sage officially withdrew the cars

from the official session and concentrated on setting the cars up for the race. The all-Renault front row was, indeed, safe. **Patrese** set the fastest time in 1'02''710 and pushed **Lauda** back to fourth on the grid. **Piquet** was second fastest but only good enough for sixth on the grid. **Lauda** didn't practise as he suspected he could do no better than on the previous day, but remained the best of the non-turbos. **Daly, Cheever, Henton, Guerrero, Warwick, Keegan, Boesel, Salazar, Mansell** and **Serra** all improved. Both **Keegan** and **Mansell** had offtrack excursions, but it didn't stop **Keegan** from planting himself firmly in the race after an in-and-out tussle with **Serra.** In spite of improving, the Brazilian failed to bump **Mansell** off the grid in an end-of-session attempt, and joined **Byrne** and **Baldi** as non-qualifiers. As for the Renaults, they set 1'07''554 (**Arnoux**) and 1'07''902 (**Prost**) which would have been good enough for 24th and 25th quickest times.

Didier Braillon

THE RACE

When Keke Rosberg came storming past the faltering Renault of Alain Prost in the closing stages he gave himself an arm and hammer lock on this year's championship. As a race, you could have slept through some middle stages when the two Renaults were leading had not that niggling doubt about their finishing kept you awake. Then the old nightmare recurred and Keke literally ravished the race, taking away not only Prost's victory but probably any hopes Prost had of the title.

1 - Arnoux took Prost by surprise at the start and shut the gate on him at the first curve, but Alain soon made up his handicap ; by the second lap he is side by side with his 'team-mate'. Soon after he recaptures the lead under braking (DPPI).

2 - While the two Renaults took the lead ahead of the two Brabhams, Lauda's McLaren came up from the fifth row to lead the atmospheric brigade, closely marked by Rosberg who found a way through on lap 5 (B. Asset).

5 - Piquet went out on half-full tanks but it took him eleven laps to overtake Arnoux and get into second place. On lap 40, he refueled, and went back in lying fifth, ahead of Patrese who had started on full tanks (First Line).

6 - Nicely settled into eighth place, de Cesaris held up Laffite, who had started the race very well. The Talbot-Ligier was stuck behind the Alfa for 17 laps before giving up. Soon afterwards, Andrea held up both Rosberg and Lauda outrageously, both a lap up on him (B. Asset).

3 - Guerrero broke one engine on his warm-up lap and started a lap behind, his Ensign not having been ready on time. On lap 5, the hastily-mounted second engine also blew, spilling its oil all over the track (B. Asset).

4 - At the double left turn of the Bretelle, the track became a skating rink. Prost, the first to slither, is taken by surprise, but a fabulous reflex action took him past the kerb and kept him from breaking his skirts. Piquet, de Cesaris and Warwick, less fortunate, hit the kerb hard (L. Froissart).

7 - On lap 72, Rosberg was still third, but Arnoux's injection problems and wear and tear on Prost's left skirt made his tyre blister and damaged his road-holding. Rosberg was able to take over the lead two laps from the end with a splendid attack (B. Asset).

8 - Nine points to Rosberg, six to Prost, four to Lauda. The Finn took over the lead in the championship after his first-ever victory and now leads Prost by eleven points. Unless the Renault retires at Monza, showdown will be at Las Vegas (First Line).

With Patrick Tambay and the Ferrari officially withdrawn, the grid set off at the start in fine, clean order, with Arnoux nipping past Prost at the first turn and the two Renaults soon pulling away from the pursuing Brabhams. Piquet, who had made a less-than-perfect start, had to get past Rosberg and Lauda before overtaking Patrese and setting off in pursuit.

When Guerrero's engine (the last one Ensign had) blew up on lap 5, the order was stable -- Prost, who had recaptured the lead, Arnoux, Piquet, Patrese, Rosberg and Lauda -- but the skating rink conditions caused Prost to steer around the far side of the kerb by the escape road at the second bretelle, something which Piquet was not able to do, who clanged onto it hard. That he suffered no damage to his skirts speaks a lot for their solidity.

Behind the leaders, a major battle -- for what was to be sixth place -- was shaping up. Watson was coming up fast from his 13th place on the first lap to seventh on the ninth, a position he held for eight laps, by which point he had got by Patrese. The attempt may have cost him a place in the final standings because three laps later he was into the pits to put on new skirts. John is not having a very fortunate run just now.

Next to challenge Patrese was Derek Daly, who had de Cesaris, Laffite and Alboreto close behind him. The Irish driver was already in some trouble with a blistered tyre and though he looked a contender in that pack, he was actually a passenger, being unable to take up the battle as his temperament and his delicate position within the Williams team would have demanded.

Andrea was able to take up the challenge from Daly by lap 34 ; when, later, his challenge faltered, he got himself involved in the sort of blocking which made Rosberg furious after the race. *« That was when the race went sour for me, »* said Keke afterwards. Understandable if you think that de Cesaris delayed the race winner for something like ten whole seconds.

Alboreto and de Cesaris swopped positions on a couple of occasions, but Alboreto was the man in form -- despite claiming later that he had been hit by Patrese under braking. As for Laffite, by lap 33 he had broken a skirt and stopped in his pit: his heart had gone out of the race. De Angelis and Mansell then joined battle: first with one Toleman and then with the other, each taking on either Warwick or Fabi until the two Tolemans dropped out with blown engines. The two Lotus drivers then moved up and joined in the fun, and a somewhat static middle-to-end of the race at least had some real battle going.

Piquet, meanwhile, had made his pit-stop. It was literally at half-distance and was carried out with despatch and efficiency, lasting between 12 and 14 seconds depending on whose timing you use, but in fact costing him, as on the previous occasion at Zeltweg, more like a half-minute between leaving the track and rejoining the race. Even hadn't that been true, it was clearly not Nelson's day: no sooner back into the fray, he dropped steadily further behind the leaders with bad tyre vibration. He rejoined in fifth place and the order on lap 40 was: Prost, Arnoux, Rosberg, Lauda, Piquet and Patrese.

That order stood until lap 72, which is a long time in a Formula One race. But there were already straws in the wind. Rosberg had caught up ten seconds on Arnoux, valuable seconds which he was about to lose when he got stuck behind de Cesaris. Arnoux meanwhile, not at all inclined to yield a race to his no-longer-team-mate *(« I would quite happily have gone by him if I could have, »* said Arnoux afterwards, an explanation he accompanied with a gesture words cannot reproduce), was pulling Prost in at a fair clip, and the battle between the two looked set fair. It is no under-statement to say that if you are Prost and you are sitting in a Renault leading a race and Arnoux is up your tail-pipe, you don't exactly feel a comfortable, relaxed front-runner. And double that if you think that Rosberg is coming up on you.

Arnoux, probably not feeling any more comfortable than Prost, soon resolved all his problems by having his fuel-injection go off on him. In three successive laps he loses three places. His first thought is that he's got a fuel problem and he goes into the pits. On rejoining, he staggers about for half a lap and pulls off at Sablières. It's a long walk home.

Rosberg behind him inherits second place and starts his manic attack on the leader. It's the sort of thing we've all seen Keke do, and recently at that. Lap by lap, Prost's margin drops: now it's a second clipped away, now it's two.

As we reach the last four or five laps, the man with the chequered flag has some strange notions about Finnish deviltry, or he simply makes a mistake. Whatever the case, he first changed three laps to go to one and then starts walking towards the finish line with the flag held in determined fashion. In both cases he is intercepted and told firmly that the race must run its course. Never mind that it was a lap too long: in the official results, only 80 laps were counted.

On lap 78, Keke is right behind Prost. Arnoux, you recall, has pulled his car off the track and then decides to run across at the precise moment when the embattled Prost is coming by, his mirrors full of Rosberg. Alain lifts off a little and in the next corner is gentleman enough to go wide and let Rosberg through. On the side of the pit wall Gerard Larrousse, his hand hung well down over the concrete, makes a delicate but visible turn of his wrist. It is a curious pit signal, but maybe it means "do something to the booster". As Renault supposedly can't adjust the booster, the gesture remains a mystery.

Keke wins pulling away, Prost has to take second gratefully, Lauda gets his third, Piquet and Patrese finish fourth and fifth while behind them, that old sixth-place battle, intact for the last twelve laps, is finally settled in favour of De Angelis. □

Dijon statistics

SWISS GRAND PRIX

Date : August 29, 1982
Circuit : Dijon
Circuit length : 2.361 miles
Race distance : 80 laps, 188.896 miles
Weather : hot and sunny
Attendance : 60,000 spectators

Not qualified :

SERRA (Fittipaldi F9) 1'06"339
BYRNE (Theodore TY02) 1'06"990
BALDI (Arrows A4) 1'07"836

STARTING GRID

ARNOUX
Renault RE30B
1'01"740
LAUDA
McLaren MP4/1B
1'02"984
PIQUET
Brabham-BMW BT50
1'03"183
ROSBERG
Williams FW08
1'03"589
TAMBAY (*)
Ferrari 126C2
1'03"896
ALBORETO
Tyrrell 011
1'04"069
SURER
Arrows A5
1'04"928
CHEEVER
Talbot-Ligier JS19
1'05"001
HENTON
Tyrrell 011
1'05"391
WINKELHOCK
ATS HGS1
1'05"451
KEEGAN
March 821
1'06"011
BOESEL
March 821
1'06"136
MANSELL
Lotus 91
1'06"211

PROST
Renault RE30B
1'01"380
PATRESE
Brabham-BMW BT50
1'02"710
DE CESARIS
Alfa Romeo 182
1'03"023
DALY
Williams FW08
1'03"291
GIACOMELLI
Alfa Romeo 182
1'03"776
WATSON
McLaren MP4/1B
1'03"995
LAFFITE
Talbot-Ligier JS19
1'04"087
DE ANGELIS
Lotus 91
1'04"967
JARIER
Osella FA1D
1'05"179
GUERRERO
Ensign N181
1'05"395
WARWICK
Toleman-Hart TG181C
1'05"877
FABI
Toleman-Hart TG181C
1'06"017
SALAZAR
ATS HGS1
1'06"168

* Withdrew on Sunday due to physical condition. Space remained vacant on grid, no substitute.

DRIVERS' WORLD CHAMPIONSHIP

(After South Africa, Brazil, USA West, San Marino, Belgium, Monaco, Detroit, Canada, Holland, Great Britain, France, Germany, Austria, Switzerland)

1. ROSBERG	2	—	6	—	6	—	3	—	4	—	2	4	6	9	42
2. PIRONI	—	1	—	9	—	6	4	—	9	6	4	—	—	—	39
3. PROST	9	9	—	—	—	—	—	—	—	1	6	—	—	6	31
4. WATSON	1	6	1	—	9	—	9	4	—	—	—	—	—	—	30
LAUDA	3	—	9	—	—	—	—	—	3	9	—	—	2	4	30
6. DE ANGELIS	—	—	2	—	3	2	—	3	—	3	—	—	9	1	23
7. PATRESE	—	—	4	—	—	9	—	6	—	—	—	—	—	2	21
8. PIQUET	—	—	—	—	2	—	—	9	6	—	—	—	—	3	20
9. ARNOUX	4	—	—	—	—	—	—	—	—	—	9	6	—	—	19
TAMBAY	—	—	—	—	—	—	—	—	—	4	3	9	3	—	19
11. ALBORETO	—	3	3	4	—	—	—	—	—	—	1	3	—	—	14
12. CHEEVER	—	—	—	—	4	—	6	—	—	—	—	—	—	—	10
13. MANSELL	—	4	—	—	—	3	—	—	—	—	—	—	—	—	7
DALY	—	—	—	—	—	1	2	—	2	2	—	—	—	—	7
15. VILLENEUVE	—	—	—	6	—	—	—	—	—	—	—	—	—	—	6
REUTEMANN	6	—	—	—	—	—	—	—	—	—	—	—	—	—	6
17. DE CESARIS	—	—	—	—	—	4	—	1	—	—	—	—	—	—	5
LAFFITE	—	—	—	—	—	—	1	—	—	—	—	4	—	—	5
19. JARIER	—	—	—	3	—	—	—	—	—	—	—	—	—	—	3
SURER	—	—	—	—	—	—	—	2	—	—	—	1	—	—	3
21. SALAZAR	—	—	2	—	—	—	—	—	—	—	—	—	—	—	2
WINKELHOCK	—	2	—	—	—	—	—	—	—	—	—	—	—	—	2
BALDI	—	—	—	—	—	—	—	—	1	—	—	—	1	—	2
GIACOMELLI	—	—	—	—	—	—	—	—	—	—	2	—	—	—	2
25. SERRA	—	—	—	1	—	—	—	—	—	—	—	—	—	—	1

RESULT

1. **ROSBERG** (Williams FW08), 80 laps, 188.896 miles in 1hr32'41"087, 122.286 mph

2. PROST	Renault RE30B	4"442 behind
3. LAUDA	McLaren MP4/1B	1'00"343 behind
4. PIQUET	Brabham-BMW BT50	one lap behind
5. PATRESE	Brabham-BMW BT50	one lap behind
6. DE ANGELIS	Lotus 91	one lap behind
7. ALBORETO	Tyrrell 011	one lap behind
8. MANSELL	Lotus 91	one lap behind
9. DALY	Williams FW08	one lap behind
10. DE CESARIS	Alfa Romeo 182	two laps behind
11. HENTON	Tyrrell 011	two laps behind
12. GIACOMELLI	Alfa Romeo 182	two laps behind
13. WATSON	McLaren MP4/1B	three laps behind
14. SALAZAR	ATS HGS1	three laps behind
15. SURER	Arrows A5	four laps behind
16. ARNOUX *	Renault RE30B	five laps behind

(*) Classified but not running

CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Ferrari 64pts - 2. McLaren 60pts - 3. Williams 55pts - 4. Renault 50pts - 5. Brabham 41pts - 6. Lotus 30pts - 7. Talbot 15pts - 8. Tyrrell 14pts - 9. Alfa 7pts - 10. Arrows 5pts - 11. ATS 4pts - 12. Osella 3pts - 13. Fittipaldi 1pt.

OFFICIAL QUALIFYING TIMES

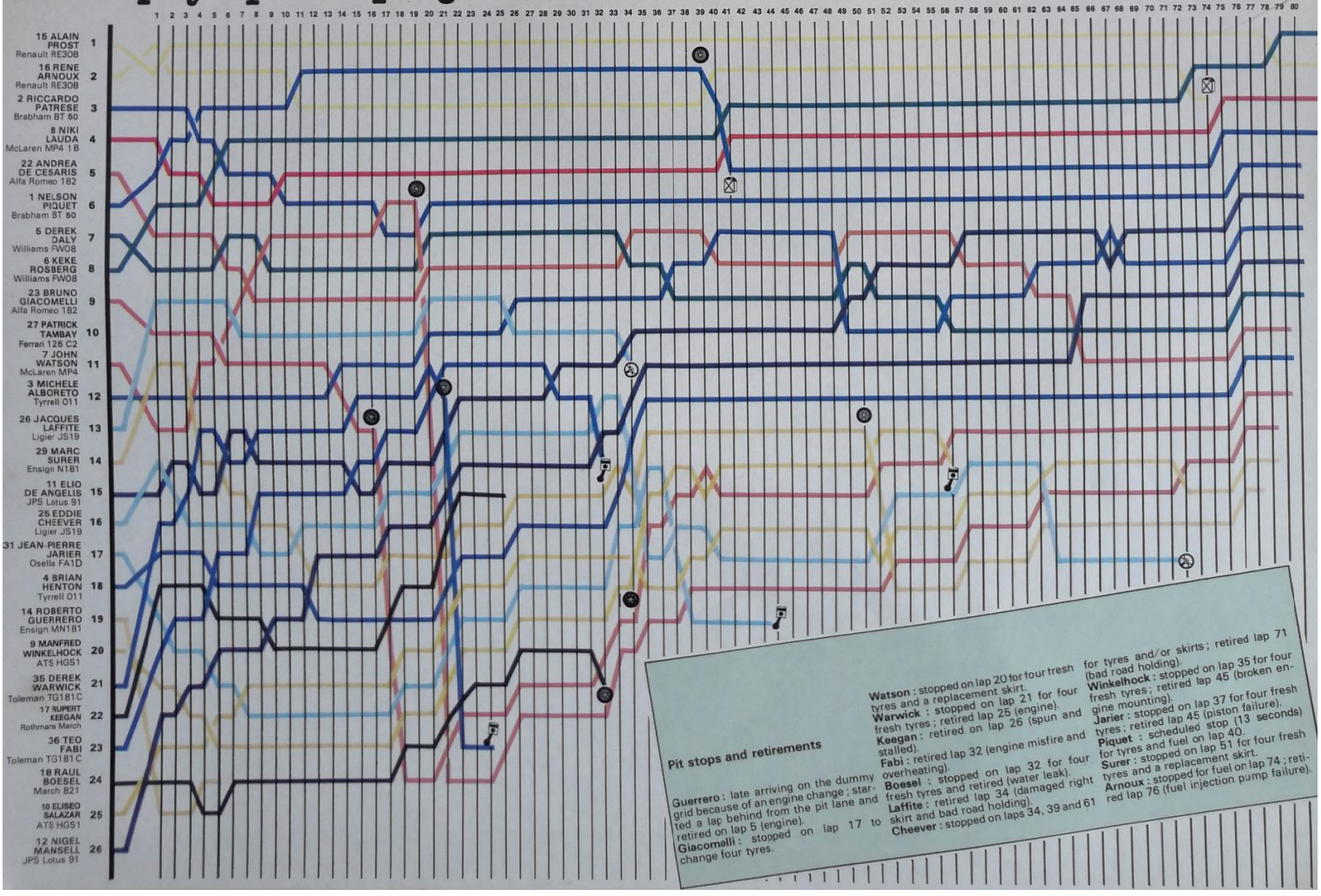
	Untimed practice 1	Timed practice 1	Untimed practice 2	Timed practice 2	Warm-up sunday
PROST	1'03"883	1'01"380	1'07"509	—	1'05"854
ARNOUX	1'03"084	1'01"740	1'06"969	—	1'07"242
PATRESE	1'03"691	1'02"997	1'07"812	1'02"710	1'07"727
LAUDA	1'04"010	1'02"984	1'06"982	—	1'07"568
DE CESARIS	1'03"930	1'03"023	1'05"463	1'04"205	1'08"350
PIQUET	1'03"879	1'03"366	1'04"951	1'03"183	1'06"045
DALY	1'07"462	1'04"238	1'07"818	1'03"291	1'07"961
ROSBERG	1'03"348	1'03"589	1'07"439	1'03"783	1'07"309
GIACOMELLI	1'04"830	1'03"776	1'05"524	1'04"711	1'09"181
TAMBAY	1'05"430	1'03"896	1'08"373	—	—
WATSON	1'05"094	1'03"995	1'07"641	1'04"711	1'07"611
ALBORETO	1'05"174	1'04"069	1'06"945	1'04"102	1'07"328
LAFFITE	1'04"470	1'04"087	1'06"297	1'04"897	1'08"324
SURER	1'04"552	1'04"928	1'05"924	1'05"158	1'10"306
DE ANGELIS	1'05"823	1'04"967	1'05"940	1'05"437	1'08"795
CHEEVER	1'06"301	1'05"162	1'06"115	1'05"001	1'09"264
JARIER	1'05"011	1'05"179	1'06"350	1'05"318	1'09"289
HENTON	1'06"478	1'05"877	1'06"739	1'05"391	13'25"482
GUERRERO	1'06"392	1'05"422	1'06"114	1'05"395	1'09"021
WINKELHOCK	1'06"787	1'05"451	1'07"458	1'06"139	1'10"687
WARWICK	1'05"693	1'05"927	1'07"573	1'05"877	1'11"112
KEEGAN	1'06"939	1'06"632	1'07"685	1'06"011	1'09"244
FABI	1'08"019	1'06"017	1'08"176	1'06"102	1'11"437
BOESEL	1'07"304	1'06"781	1'06"226	1'06"136	1'08"933
SALAZAR	1'07"465	1'06"297	1'07"746	1'06"168	1'09"970
MANSELL	1'06"773	1'06"430	1'06"177	1'06"211	1'09"496
SERRA	1'08"048	1'06"590	1'08"533	1'06"339	—
BYRNE	1'07"511	1'06"990	1'08"596	1'08"118	—
BALDI	1'08"985	1'07"836	1'09"800	—	—

Note : Neither Tambay nor Lauda tock part in the second timed session and the Renaults used race tyres outside the team's allocation. Arnoux set a time of 1'07"554 and Prost 1'07"902.

THEIR FASTEST RACE LAPS

	Time	Lap n°
PROST	1'07"477	02
ROSBERG	1'07"509	75
PIQUET	1'08"010	04
ARNOUX	1'08"181	52
WATSON	1'08"247	29
LAUDA	1'08"453	58
DALY	1'09"192	68
MANSELL	1'09"288	56
SURER	1'09"441	58
HENTON	1'09"442	78
PATRESE	1'09"615	03
ALBORETO	1'09"649	76
DE ANGELIS	1'09"713	72
WARWICK	1'09"759	03
DE CESARIS	1'09"903	04
GIACOMELLI	1'09"913	61
ARNOUX	1'09"950	59
LAFFITE	1'10"116	05
FABI	1'10"441	04
KEEGAN	1'10"470	25
WINKELHOCK	1'10"561	50
JARIER	1'10"625	41
SALAZAR	1'10"576	72
BOESEL	1'11"313	28
GUERRERO	1'11"337	03

onde - Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80
15 ALAIN PROST Renault RE30B 1
16 RENE ARNOUX Renault RE30B 2
2 RICCARDO PATRESE Brabham BT 50 3
8 NIKI LAUDA McLaren MP4 1B 4
22 ANDREA DE CESARIS Alfa Romeo 182 5
1 NELSON PIQUET Brabham BT 50 6
5 DEREK DALY Williams FW08 7
6 KEKE ROSBERG Williams FW08 8
23 BRUNO GIACOMELLI Alfa Romeo 182 9
27 PATRICK TAMBAY Ferrari 126 C2 10
7 JOHN WATSON McLaren MP4 11
3 MICHELE ALBORETO Tyrrell 011 12
26 JACQUES LAFFITE Ligier JS19 13
29 MARC SURER Ensign N181 14
11 ELIO DE ANGELIS JPS Lotus 91 15
25 EDDIE CHEEVER Ligier JS19 16
31 JEAN-PIERRE JARIER Osella FA1D 17
4 BRIAN HENTON Tyrrell 011 18
14 ROBERTO GUERRERO Ensign MN181 19
9 MANFRED WINKELHOCK ATS HGS1 20
35 DEREK WARWICK Toleman TG181C 21
17 RUPERT KEEGAN Rothmans March 22
36 TEO FABI Toleman TG181C 23
18 RAUL BOESEL March 821 24
10 ELISEO SALAZAR ATS HGS1 25
12 NIGEL MANSELL JPS Lotus 91 26

Pit stops and retirements

Guerrero : late arriving on the dummy grid because of an engine change ; started a lap behind from the pit lane and retired on lap 5 (engine).
Giacomelli : stopped on lap 17 to change four tyres.
Watson : stopped on lap 20 for four fresh tyres and a replacement skirt.
Warwick : stopped on lap 21 for four fresh tyres ; retired lap 25 (engine).
Keegan : retired on lap 26 (spun and stalled).
Fabi : retired lap 32 (engine misfire and overheating).
Boesel : stopped on lap 32 for four fresh tyres and retired (water leak).
Laffite : retired lap 34 (damaged right skirt and bad road holding).
Cheever : stopped on laps 34, 39 and 61 for tyres and/or skirts ; retired lap 71 (bad road holding).
Winkelhock : stopped on lap 35 for four fresh tyres ; retired lap 45 (broken engine mounting).
Jarier : stopped on lap 37 for four fresh tyres ; retired lap 45 (piston failure).
Piquet : scheduled stop (13 seconds) for tyres and fuel on lap 40.
Surer : stopped on lap 51 for four fresh tyres and a replacement skirt.
Arnoux : stopped for fuel on lap 74 ; retired lap 76 (fuel injection pump failure).

THE LONE WOLF

It was eight years ago that the Dijon-Prenois circuit first hosted a grand prix. Since then, it has been constantly improved, though criticism has not been wanting.
A week before the Swiss Grand Prix we went to visit François Chambelland and his tiny team to draw up the balance-sheet on ten years of effort. Besides meeting a much-misunderstood and rather charming man, we found out that it is possible to manage a Formula One circuit as a small business. You don't need a huge amount of money, only realism and common sense.

by Didier Braillon

Ordinary mortals do not create Formula One grand prix circuits, and realizing such a dream often requires a series of favourable circumstances. Strange as it may seen, Dijon-Prenois was born of an accident. Under the leadership of François Chambelland, the Burgundian Auto Sports Association had been authorized, by the Army ministry, to hold national automobile sporting events on the military airfield at Dijon. Formula 3 and Prototype races were held, but as the agreement reached its expiry date in 1970, a car overturned and caught fire and the driver was seriously injured. As the circuit was marked by bales of hay and spectators were protected by only the most rudimentary barriers, the authorities were frightened and did not renew the permit. That was the first of the two circumstances.

The second was that François Chambelland had hunting rights over some four hundred acres of forest land in the commune of Prenois.
This coincidence, plus the profits pulled in by the race on the air base -- some £25,000 each -- gave Chambelland the idea of creating a permanent circuit there. The project was forwarded to the Ministry of Sports in the form of an "automobile stadium" and a £100,000 subsidy duly received. The decision received the approval of the FFSA (the French Federation of Auto Sports) and the city of Dijon chipped in another £ 200,000 as a guarantee. The authorities were doubtless more interested in the notion of an "automobile stadium" than they were in another circuit: in the early Seventies, this meant a circuit where individuals could, purely for their own pleasure, come and train with their own cars, improving their own performances and getting to know their car better, as well as forgetting about the limits set for travel on the national road network. According to M. Claude Bourillot, then president of the FFSA, this meant that Joe Ordinary could go out on the track in his family car *"with no greater danger than if a tennis ball flew off the court."*

After ten years, it is obvious Joe Everybody is not Dijon's main customer. In fact, he rarely shows up. But after a first European Championship race in 2000cc sports car, Dijon became à whole-time grand prix circuit.
It differs from other circuits greatly. Year-round, it is run by just three people, and when we visited François Chambelland none of the three concerned showed the slightest nervousness; they worked, in spite of a few obviously important telephone calls from Max Mosley or Bernard Ecclestone, in complete calm.

"Since the circuit was built", says Chambelland proudly, *"a project which cost £700,000 and on which we managed to recover the VAT -- which allowed us to build an additional loop -- we have progressed entirely on our own power, without any external aid or subsidy whatsoever. The only money we receive beyond what the public*

pays to see a race comes from advertising at the track and from sponsors. And every year, even in those years when we do not have a Formula One race, we make a profit.''
In short, a small business well run and a success. The success is based on the fact that, being run by a small group, a 'family' so to speak, relations between 'hosts' and 'guests' are considerably closer than on other circuits. Press, drivers and teams do not go to Dijon; they go *'chez* Chambelland'. The fact that Chambelland is so much 'up front' has led to a certain amount of public controversy.

For it has to he admitted that over years not everything has been perfect at Dijon-Prenois. However, before taking up the critics, it is time to meet the man. On his own ground, he is known to bark and growl, which he considers his right. At the same time, he has received the Grand Prix family as a friend and at the drop of a hat he'll take you through the charming little adjacent villages to see the old barn he bought for £1,000 and which he is remodeling with a consummate love for its ancient stones.

At 52, François Chambelland is still a fighter. His sporting career is far from over. Currently president of the Dijon rugby club, he spent 26 years in the game, not to speak of competing in skiing, the pentathlon, the modern decathlon and a dozen other sports. *''I used to have all the time in the world for sports,''* he explains. *''I used to work only four months a year in the sweater business my father ran.''* He says it with real nostalgia. But he quickly pulls himself together and drags you off to his own house on the outskirts of Dijon to show you his garage. The garage is full of wrestling pictures, for Chambelland also spent ten years in the early Sixties as a wrestler and some of the posters feature his name while others bear one of his elegant pseudonyms such as 'The White Angel' and the 'Man in the Mask'!
Little by little, however, auto sport began to take up a prominent place in his life. He began with minor local races in 1952 and recalls with great emotion the 1957 Mille Miglia where he took first in the Touring Car category at the wheel of a Peugeot Nardi: *''I am one of the last to have seen Alfonso de Portago alive. He overtook me at 300kph just a few minutes before his accident.''*

In 1958 Chambelland joined the Burgundy Automobile Club and soon his organizational abilities began to take precedence over his racing. He remained with one mad, unaccomplished dream, a childhood dream, to create his own circuit. It took him less than fifteen years to realize his dream -- but when Dijon-Prenois was inaugurated in 1972 he knew nothing about organizing international events. One learns from mistakes, and errors there certainly were:
''When we started up, I thought, rather naively, that we could do without the public or the press, and I've several times since said that I don't give a damn about the press. Luckily, I have moved with the times, I've evolved...''

It should be pointed out that, despite that evolution, Dijon-Prenois remains the favourite butt of Formula One and its public: bottlenecks at the access, long queues at the ticket-booths, lack of sanitary facilities and water, police repression and... and those dogs!
Point by point, Chambelland explained, and if the hadn't done so before it was because he's not the sort of man who gets caught up in public polemics:
''The first thing that everyone should recognize is that Dijon-Prenois does not have the same financial basis as some other circuits. This is not Paul Ricard. Our main job is to survive. I cannot do everything all at once and we can only make a little progress at a time, each time carefully spending the profit from the year before. As for water and sanitary facilities, we are now OK, and this year we have inaugurated free parking at the entrance to the circuit to limit the bottlenecks -- even though that one move costs us £30,000. As for the queues at the ticket-booths and turnstiles, we have solved that by building new ones; there will be 18 in all, plus two reserved to people wanting to pay in Swiss francs, and they will all be open from the first day of practice so that the crowd is better separated from the cars and the latter can get into the track.''

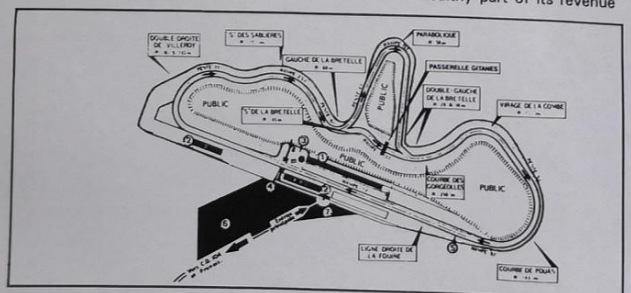
Access was in fact a thorny question : in 1979, people had to wait so long and the crowd got so impatient and threatening, that the circuit had to sacrifice a healthy part of its revenue and throw open the gates at twelve noon on Sunday...
''I realize what has been missing in the past,'' says Chambelland, *''and I have made it a point of honour to reply to every dissatisfied customer who has ever written in. Furthermore, when we find among the mail orders the name of someone who has written us an unhappy letter in the past, we slip an extra ticket into the envelope as a show of good will...''*

There remained the matter of those dogs, about which GPI had had some harsh comment in 1981. But Chambelland had a surprise for us :
''I had contracted for six dogs to watch the paddock at night, as it customary throughout the world. But I saw dogs on duty in the pits and elsewhere in the daytime. They were not my dogs. The FFSA had insisted on them and had paid for them and, in fact, as they belonged to a rival firm from that which had provided my dogs, there was nearly a canine war. I was neither pleased nor relaxed about what happened.

''This year, I promise you, there will be no dogs on duty during the daytime. Besides, I don't see any need to tell the press where to do its job in the pits : at Zeltweg, both Piquet and Patrese took off through the pits at 180 kph after refueling and everything went well. One has to have confidence in people and treat them as responsibles adults.''
Furthermore, things are rather easier this year at Dijon for it is no longer the FFSA which is in charge but the Swiss Automobile Club :

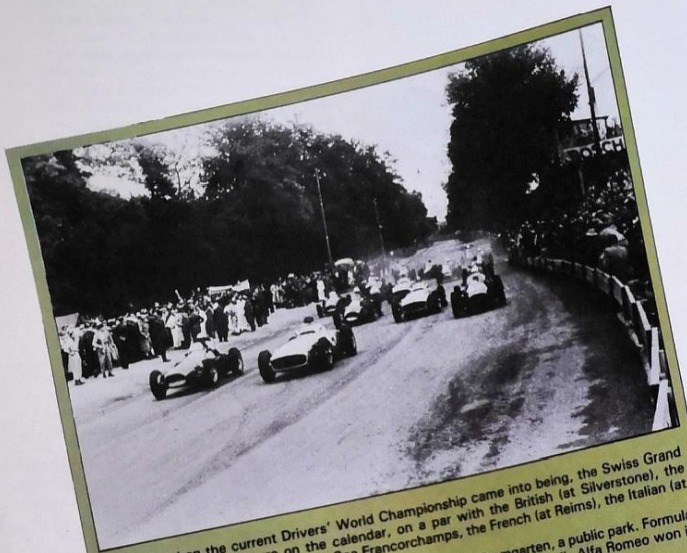
François Chambelland has signed a contract with the Swiss which runs through 1985, and so long as there is a Swiss GP on the F1 calendar, it is Chambelland who will organise it, while the French Grand Prix will take place at Paul Ricard. Dijon is only some 200 km away from Geneva and Chambelland has always maintained excellent relations with his Swiss neighbours.
''The first non-championship grand prix we organized in 1975 was made possible thanks to the co-operation of FOCA and Clay Regazzoni. Besides which, in those days, the expenses were somewhat less exorbitant; one could put on a race in Formula One for something like £150,000.''

Today, the entrance fee into Formula One is $800,000. Thanks, however, to the 'family business' operation of François Chambelland and despite some insane 'extras', such as the 400 gendarmes required by the government, the Dijon-Prenois circuit's budget will be balanced when the 40,000th paying spectator walks through the gates. There is little risk that he won't walk through, especially as Chambelland and Ecclestone work hand in hand towards promoting the race.
''The most difficult point at the start was how one organized a foreign race on French soil, but the precedent established by the San Marino GP at Imola



Calm and imperturbable when his circuit sits silent and empty, François Chambelland is all sparks when it comes to race time. Running to and fro gesticulating, he tries to solve all problems at once: by sheer energy.

His style is a fighting man's. Or a wrestler's, which he was for ten years. A few visitors to Dijon-Prenois have noticed he hasn't entirely lost his grip...



In 1950, when the current Drivers' World Championship came into being, the Swiss Grand Prix was a regular feature on the calendar, on a par with the British (at Silverstone), the Monaco Grand Prix, the Belgian (at Spa Francorchamps, the French (at Reims), the Italian (at Monza) and Indianapolis.
The circuit then used was 7280 meters long. It was in the Bremgarten, a public park. Formula One cars then were of 1500 cc (supercharged) or 4,500 cc (aspirated). Alfa Romeo won in 1950 with Giuseppe Farina and in 1951 with Juan-Manuel Fangio.
In 1952 and 1953, the World Championship was limited to F2 cars with 2,000 cc (aspirated) and Ferrari, with Piero Taruffi (1952) and Alberto Ascari (1953), won.
In 1954, the Championship opened up to aspirated engines up to 2,500 cc and Juan-Manuel Fangio took his Mercedes to victory on a circuit whose length had been reduced to 6,840 meters.
Though the Swiss Grand Prix was scheduled for 1955, it never took place because the Swiss authorities, after the disaster at Le Mans, forbad any automobile races on Swiss territory.
It was not until 1975 that another Swiss Grand Prix (a non-championship one) took place. It was won on the French circuit of Dijon-Prenois by Clay Regazzoni in a Ferrari. The circuit was then 3,289 meters long as against the 3,800 meters it has measured since 1977.

Our photo shows Juan-Manuel Fangio's victory in 1954 in his Mercedes with the number 4. Here it is at the start of the Grand Prix.

was a great help and we had FISA's agreement. From the legal standpoint, Dijon-Prenois becomes Swiss territory for the three days of the meeting ; from the organizational point of View, it is a Swiss race organized with the help of the French.

"Financially, the Swiss lacked the means to organise their own grand prix. We had to take the responsibility on ourselves, and I can tell you that finding that sort of money is never an easy task. Our only hope of success was to turn to FOCA. Ecclestone found the idea congenial and FOCA immediately agreed to underwrite the race."

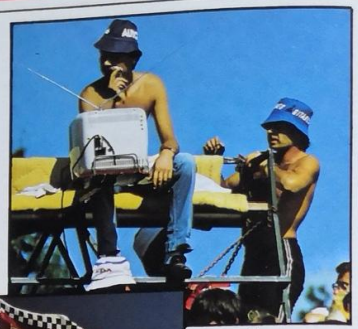
"It is a hazardous operation to stage a new grand prix just at the end of the French holidays, but I find it marvellous that FOCA should accept both a share of any eventual profit and undertake, alone, to accept any loss if the race is a disaster from the attendance point-of-view. Which is why I am not afraid to say how much I admire Ecclestone and his way of working. His whole aim is to make Formula One a sport in constant progress throughout the world. In that light, the rebirth of a Swiss grand prix is well worth the effort."

However unlikely it may seem, this meeting of minds between the little three-man team that runs Dijon-Prenois and the all-powerful FOCA has its own charm and bite. That the most powerful man in motor racing should walk hand-in-hand with a modest Burgundian to give life to a grand prix has something incredibly romantic about it... □

Clay Regazzoni took an active part in organizing the non-championship 1975 Swiss Grand Prix. Destinity and talent gave him the victory, too, in his Ferrari 312T.

Postcard from Dijon

The Lone Ranger didn't come to the rescue.

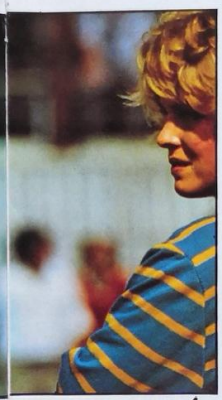


One spectator who is really organized.

Sign-writing is a specialized art.

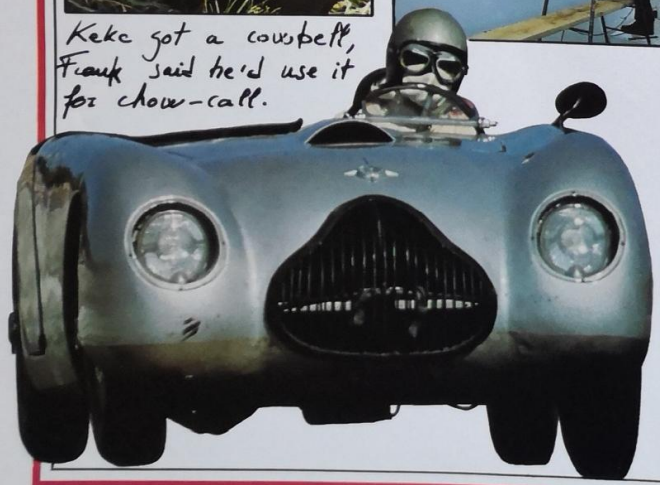
Keke got a cowbell, Frank said he'd use it for chow-call.

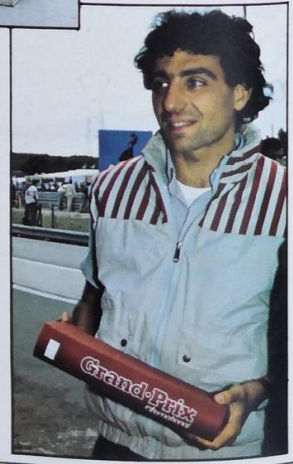
Alboreto is a credentials, and

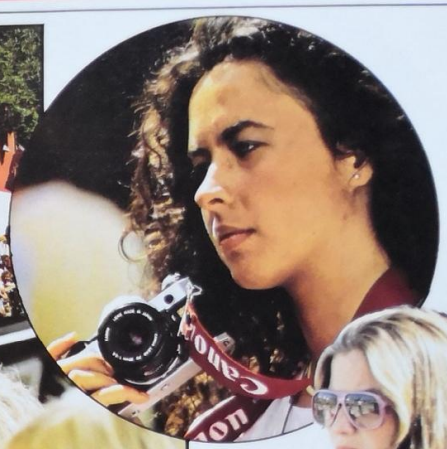


driver with nice shoes he's a man of taste too.

Lotus was already showing signs of the French touch.







Love GPI

Katie Baster, Guerrero's charming team-manager and more...

THE SURVIVAL GAME

Says Niki Lauda: "You know motor racing is a bloody dangerous business. If you go into it thinking there's no problem whatsoever, having an accident, getting hurt, getting killed, that's stupid. You have to know there is that possibility. Then you think, you want to do it or not. That's where you really take your decision. Then you won't be surprised." Stirling Moss, Niki Lauda, Marc Surer, David Purley, Jean-Pierre Jabouille and Clay Regazzoni: six survivors talked to GPI about surviving after the possible became real, and about how much the conquest of pain cost them.

by Keith Botsford
with the collaboration of
Mario Luini, Bob Costanduros and
Martino Rimini

In terms of what an accident means to a driver, or how he is treated on the spot, the days when Stirling Moss drove are part of a pre-history of the sport : the medical techniques were primitive compared to today's and the collective experience of drivers in regard to survival was minimal. Not only that, but both the cars and the circuits were far less safe than they are today, with the result that accidents, which happened at about the same frequency, were far more likely to be serious, if not fatal, fire being the major hazard.

Statistically, the Formula One driver's chances of an accident are about one shunt in every eleven races ; and of those accidents, one in three will be what could be classified as a major accident requiring at the least a brief lay-off from the sport. The incidence of accidents is about equal between drivers : good or not, experienced or not, they are liable to the same risks. For accidents are not necessarily caused by driver error. They are, as every driver will tell you, part of the game. Parts may break, each driver is a risk to every other, stupid failures may occur, driving conditions may compound the risk.

Today's Formula One cars are perhaps the safest vehicles to drive on any surface. It is beyond doubt that if our road cars could even begin to compare to the safety features that have been built into the cars we see on the track -- reinforced chassis, deformable structure, rubber fuel tanks, kill switches and a dozen other features -- we would all feel reassured. Considering the severity of the accidents seen on circuits -- and by no means are the fatal necessarily the worst -- the survival rate of drivers is remarkable.

So is the immediate assistance that is brought to them. Not only is the medical evacuation helicopter available at every race meeting, but at the head of pit-lane in a fast track car sit Derek Ongaro, the FISA circuit safety director and Professor Sidney Watkins of the London Hospital, one of the world's most reputed neuro-surgeons, and the official FOCA doctor.

If an accident occurs, Watkins and Ongaro, who travel to every circuit and are familiar with every form of major accident that can occur, are immediately notified. In the case of the most recent serious accident, Didier Pironi's at Hockenheim, both men were at the scene within two minutes. *"We had to find the car first,"* said Watkins, *"or we would have been there sooner. Usually it takes us about a minute."*

Of course, when the safety team arrives by the driver, the marshalls and any other doctor nearer the scene -- and medical teams are scattered at intervals along all circuits, though in greatly varying numbers -- have already made a preliminary assessment. In Didier's case: *"I examine the chest, the abdomen and the spine. I could slide my hand down his back and I wanted to know if there were any painful places. It was a lucky thing Didier was conscious. A conscious man can tell you where something hurts."*

The same thing was true after Clay Regazzoni's accident at Long Beach: with this difference, that though Clay was conscious, his spine having been broken, he had no sensation and could not really tell the doctors what was wrong. Dr. David Razumoff was chief track physician and he arrived within 20 seconds. True, some time was wasted in settling whose medical responsibility Clay was, but once that had been sorted out, Razumoff, as Prof. Watkins must each time, faced the first essential question: *"The main thing was to see if his condition gave us the luxury of time. Was he bleeding heavily ? Was he having trouble breathing ? That much was okay, so we had some eight on nine minutes to get the wall of tyres apart and get him out."*

In Regazzoni's case, unfortunately, the signs of a major spinal injury were quickly evident: *"I could tell from the way the car was bent,"* says Razumoff, *"that he had a lower spinal fracture. It was almost as though he had a new waist and you could peel the car off him like it was an artichoke."*

But as Professor Watkins says, you don't want a bunch of eager marshalls and paramedics trying to set a world record getting the driver out of the car: *"The first and basic thing is to stabilize the driver's condition. When we have done that -- we put a drip feed in right away to maintain his body fluid and replace the lost blood -- then we think about removal. We move him very carefully, we use hydraulics, cutters... In Didier's case, the front of the car was off, his legs were easily accessible. In Surer's case, I had my hands down the cockpit to hold the fractures together, to make sure the injuries are not increased by the removal. Because when the cutters and hydraulic spreaders are used, parts of the car are moved that are not predictable."*

The other major function is clearly reassurance. Didier was conscious, he knew what had happened, he knew his legs were at risk, he wanted to make sure that if they could be saved they would be: *"You tell them the extent of their injuries, you tell them it's not all that bad, you tell them it could be worse. Didier said, 'my legs' and I said 'Yes, your legs are fractured, it's not all that bad.' You're looking at it and you know it's about as bad a leg as you've ever seen, as bad as Ronnie Peterson's, though Ronnie had a lot more in the way of fractures..."*

Didier not only survived but -- thanks to rapid intervention -- is splendidly on the mend (*"He still doesn't believe he survived it,"* said Watkins, *"but he's a happy man."*)

Moss had two major accidents. The first was at Spa in 1960 when the front wheel came off his Lotus in practice at 140 mph : *"It was pretty obvious the wheel came off, so there was no mental uncertainty to get over, as to whether it was my fault or not ; it was a matter of saying 'it will take me so long to heal' and luckily I was driving in about a month."*

His second, at Goodwood on April 28, 1962, brought about his retirement. He was driving a BRP-Climax on a Bank Holiday Monday, and the last thing he remembers was *"being at a party the Saturday before the race, I don't remember race day at all."*

Moss's problem was that he was unconscious for a month and paralysed for six. *"I had a very bad head injury, my concentration was gone, my memory had gone. My injuries were fairly small at Goodwood : I broke my arm and my eye fell out, I'd crushed my legs a little bit, but the worst thing was concussion. When you're unconscious, you don't realize how long you've been unconscious for. When I came to, they'd more or less repaired me, put a piece of hip under my eye, it was as though it was yesterday, I didn't realize the seriousness of my situation. To me, it was I'd had a shunt, I'd had them before. It was my best friend who told me the reason I couldn't move my arm was not because it was broken but because it was paralysed."*

There are, of course, different forms of paralysis. The injury suffured by Clay Regazzoni in Long Beach was of a far worse sort, where the spine is broken and the spinal cord severed. Moss's was secondary : *"You get hit on one side of the head, it shuts off the body on the opposite side. I thought, 'That's stupid, just because I bang my head I should still be able to get those fingers to work and so on. The finger's still there, you ought to be able to tell it to move'. Something's got to be done, I thought ; so I started concentrating on just getting my finger to move. I would concentrate and concentrate until I got it to move just a little bit.*

"That was the start. It was concentration, will-power : just channeling the mind into whatever it is you have to do to get it done

"Now that I look back on it, I suppose half of it was bravado, because there was a lot I didn't know, I didn't know how one is after one's had a shunt like that. When I spoke, I spoke like a drunk. Though I could hear myself, I couldn't understand why the people I was talking to couldn't understand me as well as they should."

The injured are, as they should be, made of hope. Anyone who's gone into a major accident knows that once recovered from the trauma and realizing that one is alive... and therefore has a chance to go on living the rest is a lesser matter. Recovery, one thinks, is possible ; and if it is possible, it will happen. As Moss says :

"One of the reasons I fought to get better was that I seemed to be complete. If I was complete, I should be able to get myself working again. It's like Barry Sheene's accident. He says 'I've got a little feeling in my toe, so I can work on that.' Where there's a will, there's a way.

"My major injuries were more abstract, which made them that much more difficult to understand. It is easier to come to terms with something if you don't understand it : the fool rushes in. If I had known more about the medical experience, the probable results of my injuries, I might have recovered more slowly. Because I didn't know too much and because I'm a cussed individual who wants to prove something can be done when it can't, it was easier for me.

"I remember after the Spa accident, Mr. Urquhart took the plaster off my legs and said my muscles were the best plaster I could have. I said I was rather keen on dancing and could I go dancing in the evenings. I was actually allowed to and that gave me an incentive to get better. But it wasn't like that after the Goodwood shunt. No one could come in and say, yes you can do this or that. To me, movement is tranquillity and lying in a hospital bed is pretty bloody. So I started getting things moving. And then naturally enough I wanted to drive, but I knew I wasn't competent. I could see my concentration was gone. I was getting speeds by experience. Therefore danger was closer. I was driving without concentration and with reaction.

"The decision to quit wasn't hard to make, because I'd made it myself. Two or three years later, it was harder, when I knew I was fit enough. I don't think I was ever frightened going out in a racing or a road car afterwards, but I remember seeing I was going quickly ; but that didn't scare me. But now there are many things I woudn't try to do that I did without thinking before. The bravado, the fire has been dulled. I think that is age, not the crash."

Niki Lauda's accident at the Nürburgring in 1976 was of an even more devastating nature, in that his very survival was threatened. After the fire that enveloped his car, his lungs were burned and filled with fluid : for a week he hovered between life and death :

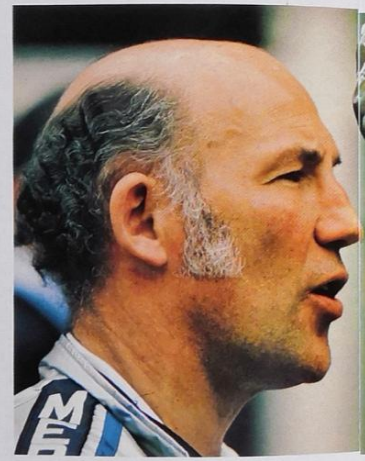
"At first you want to stay alive. I think everyone will do the same thing. When you know you are going to die, you are frightened. You know you don't want to die, so you're scared. but the next step is just logic. What are you going to do about it ? You're really in the shit with five doctors standing around you, so you do what the doctors tell you.

"The only thing I could do was get my head going. I said to myself, 'listen to them, whatever they tell you to do, you do it twice as quick. If they say to you, we've got to pump your lungs out every ten minutes, you say, go ahead, do it every five minutes.' "

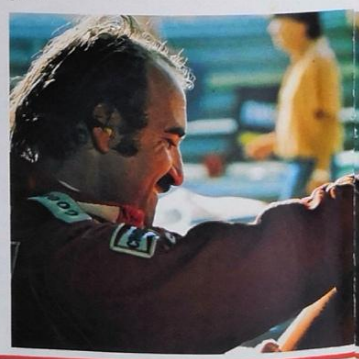
"Recovering from a bad accident is purely mental. A driver is used to training his body, but there's no training for the head. You have to overcome the brakes in your head. Brakes slow you down in racing. How do you overcome the mental brakes ? By confidence. if you have confidence, then you can handle a car in any circumstance, even in a bad one. You do mental training in the car. You go quicker and quicker.

"But coming back into racing, the problem is that you're frightened. Which is a normal reaction. You have to overcome that fear. You get in the car, you drive, you drive a little bit quicker each time. After five, six races, the fear is gone. After a while, I got fed up with racing and

Will plays a huge part in the recovery of an injured driver. Didier Pironi has more than his share.



Stirling Moss, Clay Regazzoni. Different eras in the sport, different surgical techniques.



I quit. Then I said to myself, if you were able to get over the fear, getting over being fed up can't be half as difficult. But I couldn't get rid of the pain, and pain is the worst thing you can have in a car. 'Pain goes into the head and bothers you, you lose concentration. Now the pain is gone, the confidence is back."

Jean-Pierre Jabouille suffered, at Montreal in 1980, one of those accidents from which it has proved, so far, difficult to recover : to recover, that is, as a whole, complete modern racing driver. And yet, like Moss and Lauda, his first thought was to return to competition :

"You only think of one thing after a shunt like that. You think of coming back. And you want to come back all the more because an accident like that makes you realize what you're missing when you're not behind the wheel. The 'secret' of the quick recoveries so many drivers make today is very simple : they want to get back into a car even before they're healed. Therefore they work twice as hard as any other person at their own rehabilitation.

"I really didn't know much about the problem with my right leg. With my little bird brain I thought I'd be back driving in three months. No problems. It wasn't like that.

"The most important single element in coming out of a bad accident is who is the first person to get to you in the car. If I'd been unconscious that afternoon in Montreal, the people who came to my rescue would have had no way of knowing how the car was driven into my leg. If they had cut the car open right away, they might have compromised my eventual recovery. After your rescuers, come the doctors. There, you can be lucky or unlucky.

"But whatever happens after, the first moments were terrible for me. The pain was unbearable ; I didn't believe anyone could suffer that much. I had the whole weight of the car on my legs, the fear of fire. That was just the beginning of it, because the physical part is one thing ; the mental is another. Psychologically, it became very difficult for me. It wasn't just my desire, nor what I could do that was questioned, but when the circuits became difficult or twisty, I had to make sure my ankle was working before I could get up to the appropriate speed or to get from accelerator to brake. Pure driving matters were driven into the background and it was when I realized I could do no more to improve my condition that I decided to stop. I would be driving and saying to myself 'here you could do it two seconds faster, there three' ; I felt like a complete fool."

Jean-Pierre hasn't given up. He's gone through another operation and he thinks seriously of a comeback. But only for a winning team : and, as he once said, only in a safe car.

"The irony is that I knew the car I was driving in Montreal presented a danger to my legs in case of a crash. But when you're driving a competitive car, you just don't think about certain other matters. You always think you're smarter than the next, and you think you won't have a crash head-on, or you'll come out of it better than they do."

It is an illusion that dies hard among drivers : that the bad things happen to the others. But without that illusion, the game would be impossible.

Nor should we think, because in most cases the recovery — even from the seemingly impossible — is accomplished, that all drivers recover. Recovery is relative. If recovery means returning to the profession — and returning in the same conditions as before — the chances after a major accident are only 50/50. If you listen to Dan Gurney talk about the accident that befell Clay Regazzoni at Long Beach in 1980, you wonder at survival, much less the chance of recovery :

"It was a horrendous accident," said Gurney, *"and it is incredible that anyone should survive it. I didn't expect Clay to be alive. He was scrunched down in the car in an almost foetal position, his knees practically in his face.."*

The trauma of the accident itself is one thing, the process of recovery another. Regazzoni has been through one of the longest series of operations any modern driver has undergone. And though, for a while, the progress was constant, and slow, every further surgical intervention becomes an additional difficulty. And every one of them brings in its train a series of sacrifices and internal psychological dramas which would test any man. As Clay says in his book :

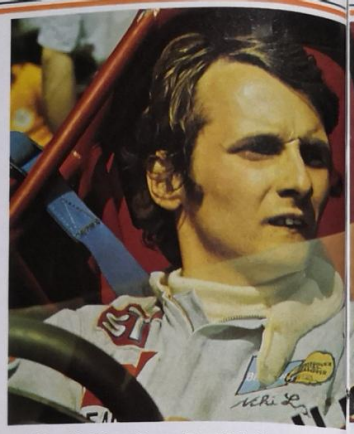
"Frankly, I would rather be a nobody, I would rather renounce my whole past, all the satisfaction I've had out of motor racing, if I could be normal human being today."

As anyone who has been in touch with Clay in the last year knows, calling up and asking the usual, banal question *"how are you ?"*, Clay is facing a problem that his whole life had taught him to ignore : the fact of pain. And also his condition as a man who is 'handicapped'. It has humanized his whole outlook :

"No one," he says, *"pays any real attention to people who have to get about in wheelchairs. Not for their quality of their life. It was hard for me, going back to my house. Just to go down to the garage where I kept my Jaguar, there were steps I couldn't navigate in my wheelchair. And then I had to find a new way of facing people : as someone who was confined to a chair and couldn't stand up. You look up from down below. But in some ways, I've been lucky — compared to some people who are totally paralysed and who have never known any other kind of life."*

The most recent operation was not entirely successful, and Clay has had a relapse which has set him back : back almost to where he was in the first months after his accident. But the experience of fighting for his life and for a decent life has made him more serene.

"In the clinic I found a certain peace," he says. *"I began to busy myself with my children. And they were the greatest possible help to me.*



Niki Lauda, Marc Surer, David Purley: the accidents differed, not the superhuman willpower.

Jean-Pierre Jabouille: his doctors thought him the ideal patient, but he still suffers the consequences of his Montreal shunt.

"When I came home, they made no demands of any sort on me. They behaved towards me as though nothing had happened at all.."

From that vantage point, Clay is able to look with a clear eye on the sport which caused his disaster : *"I continue to be amazed that safety problems are still ignored. I really just don't understand."*

If sometimes the other face of the moon is dark, there are also those drivers who have made astonishing comebacks. Marc Surer is one of those. At two-year intervals, Surer had two successive accidents — both at Kyalami, and both in very similar circumstances — and he has come back from both to drive again. His recipe for healing ?

"First and foremost is the right doctor, and by that I mean the man who will take care of the injuries with screws and bits of metal rather than plaster casts. Both times I have been able to move my legs and feet after a very brief interval. That is vital, to re-establish feeling, movement and circulation.

"The next most important thing is diet, avoiding too much protein which can interfere with the healing process.

"Third is rehabilitation and physiotherapy : you need as much exercize as possible and heat. The joints can be made to work, but the pain is unbearable.

"Finally, you have to be fit, you have to make the whole machine work, you have to get the blood to circulate again."

The moral and psychological aspects of recovery seem so self-evident to Surer that he wastes little time on them.

"An injured driver thinks of only one thing : to climb back in the car and drive again. He doesn't wait. If anything, he pushes a bit too hard. It's here where motivation makes all the difference. For many people, a stay in hospital is like a holiday, they are looked after, comforted, surrounded with every care. People whisper around his bed. And I suppose they don't want it to be over too soon. A driver is only anxious to recover the feelings which make him race. That is a vital difference.

"My second accident was my worst. I was alongside my car waiting for the ambulance and I waited a long time. I could see my legs, I could see the blood. I knew I had had a serious accident. And I said to myself : 'Same place, same accident, it's just too bloody stupid for words'."

"But I never felt any doubts. I wanted to get back to it and I knew it was possible. I've learned one thing, though : today's Formula One cars can deceive you. They are so easy to drive quickly that they don't let you get away with even the slightest mistake, and they are ever less safe in case something goes wrong."

The worst of all these accidents in a way, or the most multiple, happened to the young British driver David Purley on July 13, 1977, during practice for the British Grand Prix :

"The car went from 108 rph to 0 in just 26 inches. I was subject to 180G's, meaning that for that brief instant my body weighed 180 times its actual weight. My left leg was broken in ten places and my right in seven. I had seventeen broken ribs but the worst was that my pelvis was fractured in seven different places. Both shoulders were also dislocated.

"For the first couple of weeks, the pain was unbearable, I was almost ready to give up during that time ; and even after two weeks I was having a little cry every morning because the pain was so bad. The nurse asked me why I was feeling sorry for myself and I said it was because I'd just learned I'd be in hospital for seven months. She said, well of course, if we'd cut your leg off, you could be out of here in seven weeks.' That taught me to be thankful for what I still had, and from that moment, I started to fight back.

"When I was in the paras, we had an expression, 'Forget the pain, think of the glory.' That was my watchword in hospital.

"The body is incredible. If there's something wrong with it, it will compensate. It's determination that really matters. Fortunately, I've always been a determined man, and you have to have determination to go through the pain barrier. It's like long distance runners : they reach a point where it's so painful, they think they can't take another step ; but once they go through that barrier, they just go on.

"Later, when I was through what I thought was the worst, I met Barry Sheene, and he said 'You're a bit of a mess aren't you ? He suggested I go to a hospital in Belgium where they could stretch the bone in my leg (it was 2 1/2 inches shorter than the other leg) ; I spent three months there and I had 18 operations altogether.

"The most important thing was to get back into a racing car and get my nerve together. When my father sent a Rolls to collect me, I was terrified if it went over 25 mph. And the first time I tried sitting in a racing car again, I was thinking 'You were sitting in a cockpit like this when you nearly killed yourself. Why on earth are you doing it again ?' But then you overcome that.

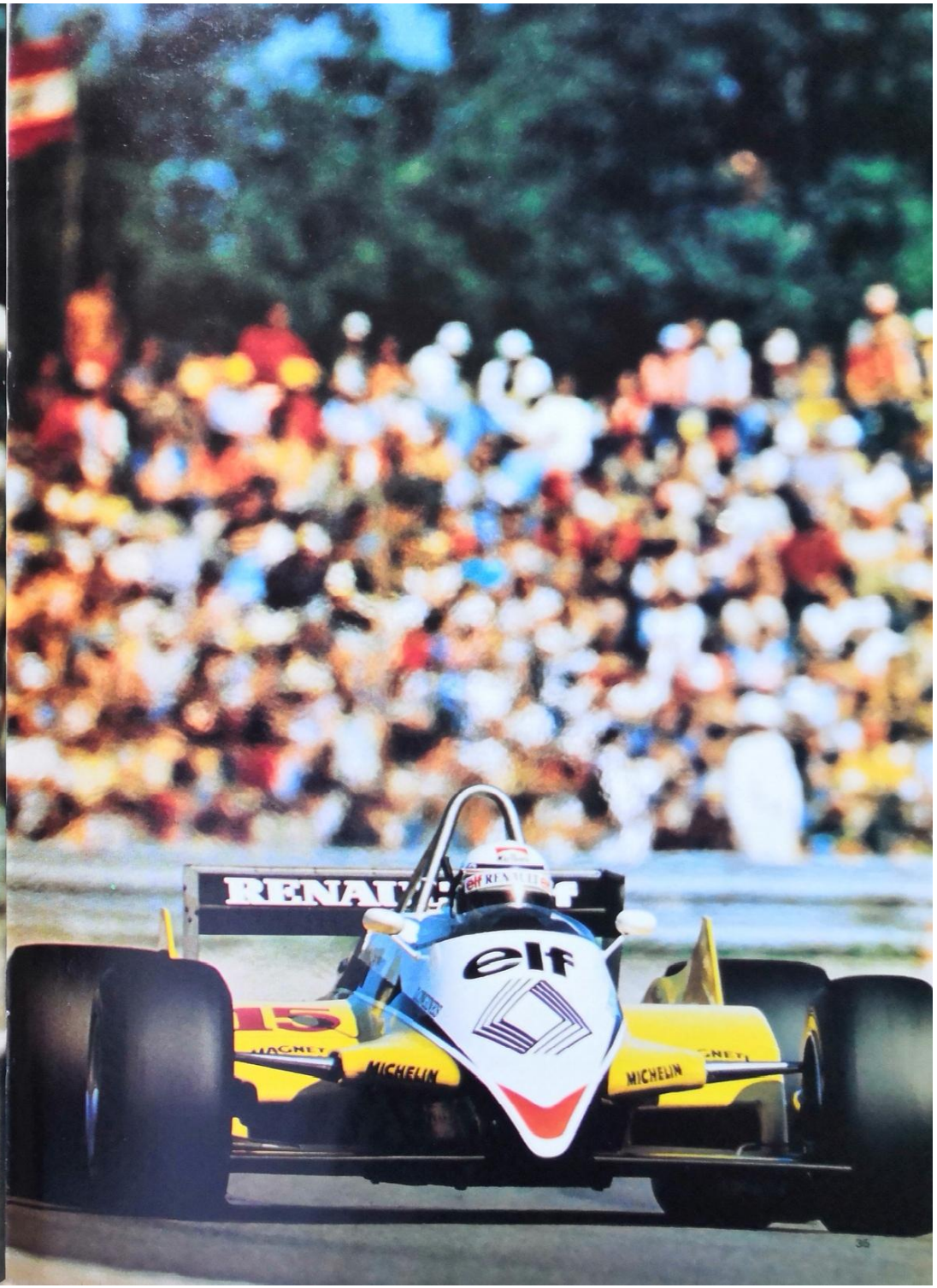
"But it depressed me that I would never be a professional driver again. I would never get back up there. I have simply channeled my competitiveness into something else : flying in my case, now I do competitive acrobatics."

Seven major accidents, seven survivors on a whole gamut of recovery. In each, the basic ingredients of recovery seem to be: quick intervention, first class surgical and medical assistance, great courage and determination, but above all, the determination to survive, to recover, to return to life and to racing. As Niki says: *"You know you don't want to die. The next step is just logic. What are you going to do about it ?"*

□

BROTHER AGAINST BROTHER

They barely talk to each other. In practice, they stay far apart, going out at different times. Thus, during the race, when René Arnoux came right up behind Alain Prost, the crowd quivered in expectation. A fine finish was in the making. A faulty fuel pump frustrated that possibility, but there was probably a sigh of relief in the French camp when René tramped back to the pits. It was clear he wasn't otherwise going to submit to the discipline of a team he no longer belonged to!



Dijon-Prenois is the kind of circuit to ravish the eye. Down below the cars hug the track with hot, fast metal, while above the sky is high, wide and handsome... (Photo: B. Asset)

JUST KIDS

John Watson, Bruno Giacomelli, Alain Prost, Niki Lauda, Roberto Guerrero and Keke Rosberg, Marlboro drivers to a man, put on a properly stoical pose for the family photograph.
A minute later two aliens slip into the group.
Order turns to disorder.
It turns them all into kids. The name of the game is to see which picture is the best value for their sponsors... or the one that shows them at their best (photos : B. Asset).

Sunday morning. Nine o'clock. Ferrari reloads its cars. Patrick Tambay has abstained from the last timed practice ; now he has asked not to race ; he says his slipped disc is causing him agonies. As at Hockenheim, Ferrari is represented on the grid by a blank. Only 25 cars start... (photo : B. Asset).

RISKY AND RIGHT

Nelson Piquet's refueling/tyre-changing operation took only 13 seconds, but when he stopped on the 40th lap, the Brazilian champion lay only second. He rejoined the race fifth ahead of his team-mate Riccardo Patrese who had gone out on full tanks. He finished ahead of Riccardo, thus proving that the spectacular pit-stop is risky but viable (photos : B. Asset).

OUCH...

When Roberto Guerrero, whose first engine had blown during the warm-up lap, blew another on lap 5, thus spilling oil all over the track, it looked to be the end of Morris Nunn's little Ensign team : they had only two engines. Luckily, Nunn had picked up a little more money in Colombia a few days before and his car should be able to start at Monza and Las Vegas (photos : First Line and B. Asset).

EXTRA, EXTRA

A STATE OF DISARRAY

Around the Ligier pits, where both Jacques Laffite and Eddie Cheever seemed to have spent a good part of the race, there was the kind of disarray you tend to see when things are going badly. Or even very badly. We had just seen the Brabham pits, smart and quick as mannikins in a commercial and there was Jacques with the relaxation of despair and Eddie with the rage of the young. Just what was going wrong?

It depended on whom you spoke to. To Jean-Pierre Jabouille, it was *"a suspension problem but nothing serious."* He was trying to pour oil on troubled waters: it was all still teething troubles, the teething having lasted ever since the truncated JS 19 made its ill-fated appearance at Monaco. *"It's a difficult car,"* he admitted, *"you can expect problems."*

On the radio that morning, we had heard a rather rueful-sounding Jacques announcing that he either got a turbo engine for next year or he was moving to a team that could provide one. But between Jacques and Eddie there is an age of racing experience and many miles of temperament. Which Eddie appreciates: *"With his temperament, Jacques could go on driving until he's fifty,"* said a frustrated-looking Cheever in the Achilli Motors motor-home, obviously feeling that his own temperament couldn't stand much more unsuccess.

"The very worst thing a driver can suffer is being uncompetitive," he said. *"It's not bad luck with us, that's when you're leading and something goes wrong. I don't understand this car. There are times when it's fantastic. The next time it's a bucket of shit.*

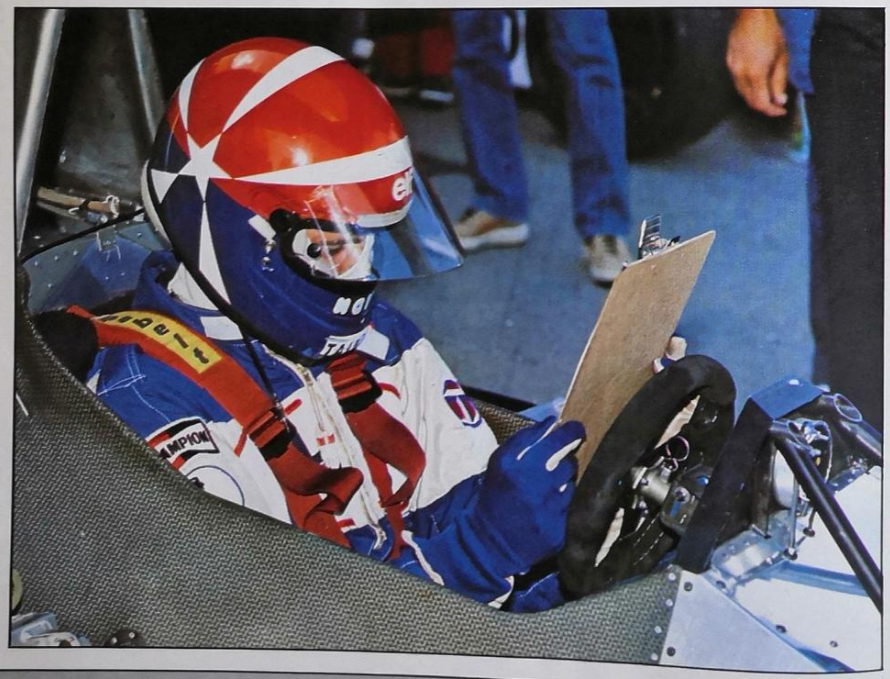
"When you're going really well in it, you can never do more than two or three laps, then it gets down so low you're bouncing your skirts on the track and you've had it." In fact, that and tyres and three pit-stops between them effectively reduced the Ligier team to visible disintegration.

"It's the combination of getting things together," said Eddie. *"We go testing at Clermont Ferrand and we're suddenly two seconds quicker than we've ever been. In Hockenheim the car was fantastic. But even if you don't change a thing and you think you've got it just right, suddenly it's the old bucket again."*

True, Cheever gets the new bits and pieces after Laffite (*"That's what happens to every Number Two driver,"* says Jabouille), and true the team hasn't got the money to go tooling up new bits without thinking about what they cost, but Cheever, Jabouille says, *"Never has been right in the car, we've never been able to get it right for him. Whereas Jacques..."*

One thing the whole team agrees on is that they need a new engine. A turbo engine. *"The old man,"* says Cheever, and meaning Guy Ligier, *"assures me we're going to get one."* Says Jabouille, *"there's nothing I can say on that score, we just don't know yet."* If he got his new engine, would Eddie stay? *"I'm free as a bird,"* he answers. *"I just want a car that will get me into the top ten."* Who doesn't?

Keith Botsford



ELISEO SALAZAR: TO SURVIVE...

"Our team is simply unable to prepare two cars properly for a race; we have too few mechanics, too little money and we do just about no private testing at all. The result is that while other people move on, we just stagnate."

The end of the 1982 season finds Eliseo Salazar a disappointed young man. The previous year, some surprisingly good results by Morris Nunn's Ensign had just about made Salazar the white hope of Formula One, and during the winter, Colin Chapman had had the Chilean very much in mind in case Mansell or de Angelis dropped out.

By now, that's all ancient history. To be sure, Eliseo qualified at Dijon, which he hadn't been able to do at Zeltweg. But it was only just, and like his teammate Manfred Winkelhock, he has to take to the circuit with a car that is somewhat past its first flush of youth.

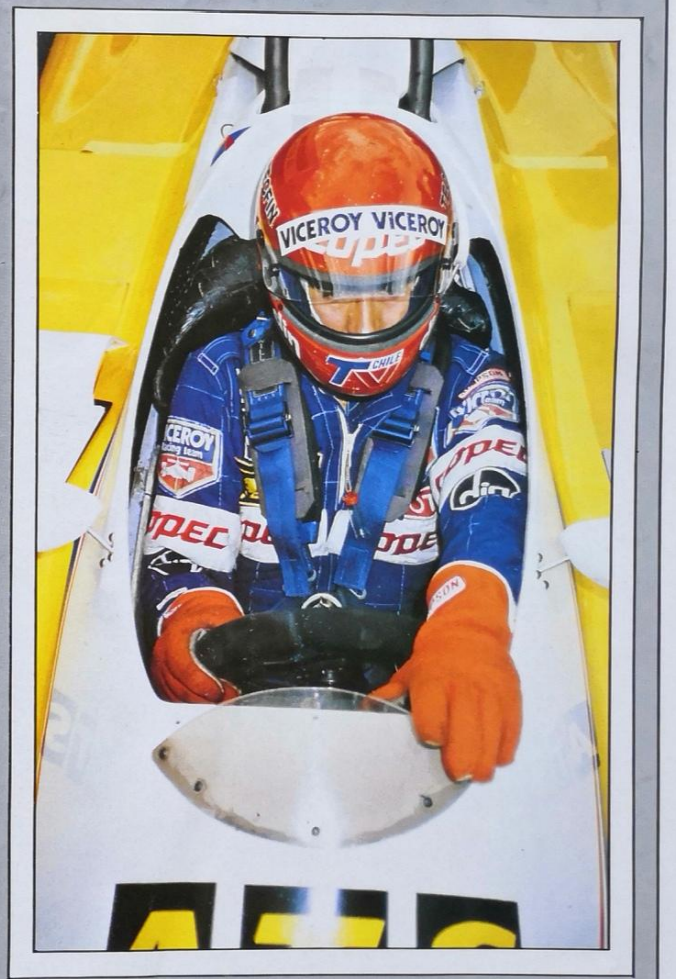
"We had four shunts in Detroit and Montreal and we still haven't recovered. The car I drive today is the one that was damaged at Long Beach; we had to put it aside and then take it out of mothballs again."

Just to make matters worse, Manfred Winkelhock put in some remarkable results. Eliseo didn't.

"Several times Manfred has been quicker than I am, but I know I am just as fast as I was last year and things just look worse than they really are. At Zandvoort, where both our cars were identical, we were side by side for a long time. I hope that people -- and team-managers -- realise that there's nothing wrong with the quality of my work."

Though Salazar makes out that even trouble is an education, the Chilean is not exactly on top of the world, especially as back home in Santiago, the media made a meal of his collision with Nelson Piquet at Hockenheim. The comments were not favourable:

"The papers, the media, television, they were all against me. They called me all sorts of unpleasant things. The fact is, they were simply disappointed. They know nothing about Formula One and they can't understand that an ATS is not in a position to challenge a Renault or a Ferrari. All thirty cars look alike to them and they're irked that I'm not winning races and not world champion..."



In Germany and Austria, home territory for ATS, things were hardly better. Some spoke of him as the "son of a Chilean millionaire" when in fact his father is a modest civil servant. Small wonder that when Eliseo drives, though he can keep himself in the present tense, some corner of his mind still feels a certain resentment:

"What I need now is to survive and find a team for 1983 that will allow me to get a little higher up on the grid. If that works out, I can keep to the goal I set myself: to be in a leading team in 1984."

By his own admission, he can stay at ATS next year if he wants to. Gunther Schmidt's team apparently has a new car and -- thanks to the close friendship between Winkelhock and the Munich engine-manufacturers -- a BMW turbo engine. So all is not lost and Eliseo remains convinced of his own talents. A subject on which he discourses, as ever, with politeness, thought and calm.

Didier Braillon

NELSON'S COLUMN

A FEW mistakes in the settings of our car during practice at Dijon, followed in the race by a bad vibration in the set of tyres which were fitted after my scheduled pit stop, could have left us out in the cold. But we had a bit of luck, too, and with reliable BMW turbo engines behind us Riccardo and I both ended up in the points. Unfortunately we're still not exactly sure whether pit stops are the right way to go, because I stopped and Riccardo didn't !

On reflection, I think we could have used a softer compound of race tyre on my car, because the weight of our Brabham with half-full tanks is about the same as a Williams with full tanks. My extra power would have helped me to get a big enough advantage at the beginning of the race to make the stop without penalising myself -- and then maybe I would have been fighting it out at the end with Prost and Keke.

But because we hadn't been able to get everything sorted out exactly right in practice I started the race on hard tyres which refused to warm up. The car was undriveable ... and I was going like a lunatic just to keep it on the road.

For a variety of reasons we hadn't orginally intended to make a pit stop at Dijon. But we were so deep in trouble that I agreed to take the risk of a stop. The mechanics did a terrific job, as usual, (and this time at least they were expecting me !), so I was on my way again in about 14 seconds.

When you're sitting in the cockpit and trying to concentrate on all the things which require your attention during a pit stop, like keeping the engine running and being ready to declutch only after the wheels have touched the ground, it is impossible to appreciate just how long the stop has taken. In Austria, for example, I thought I had made a quick stop, at least until my pit signals showed me how much time I had lost. The time spent standing still is, in fact, only a small part of the time lost by the stop, because you have to remember the time it takes to brake and accelerate, and also to get the tyres up to the exact working temperature.

Since everyone seems to have his own idea about the specification of the ideal racing car, it may not seem strange that the members of the PRDA have produced yet another set of proposals to make the cars safer in 1983. Virtually every driver who was at Dijon has signed the proposals, which are unusual because they seem to have been approved by most of the teams. Basically, what we want to do is to restrict performance levels to the 1982 standard, so that the cars don't make even more circuits obsolete in1983. But as usual there seems to be someone who won't agree, and this time is is one of the "Grande" constructors. Once again, our safety initiative seems to be doomed.

Strangely enough, I'm enjoying myself very much at present, certainly a lot more than I did last year, when there was so much pressure on me to win the championship. After his fabulous victory at Dijon the situation looks very good for Keke Rosberg. I think it will be his championship, and I hope he wins it. I like Keke, I like his team: they're friendly people who work hard, just like us. Our turn will come again, that is for sure...

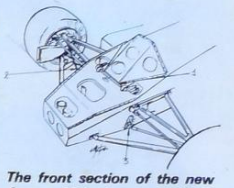
□

Cockpits

ARROWS

A5/1: Marc Surer (CH)
A4/5: Mauro Baldi (I)
A4/1: spare

The long-awaited Dave Wass-designed A5 made its public debut at Dijon after an 80 lap shake-down session in the wet at Donington on the Tuesday before the Swiss GP. The new car is almost a Williams FW08 copy: it has a honeycomb aluminium monocoque, the suspension is similar, it is small and very light. Just this one A5 will be built this year for the definitive model will be designed for a turbo and with experience gained from the current car. As Surer drove it at his home GP, it will de Baldi's turn in Italy. The two old A4s were unchanged, but Baldi failed to qualify his.



The front section of the new Arrows A5 looks very similar to that of the current Williams. However, the two cars differ in that the anti-roll bar on the later car (1) is above and outside the monocoque, whereas the similar unit on the Williams is inside the chassis and above the driver's legs. In (2), the connecting link for the wishbone is illustrated, and (3) shows the mounting point of this link to the shock absorbers. This is an identical system to that used on the Williams.

ATS

HGS1/04: Manfred Winkelhock (D)
HGS1/02: Eliseo Salazar (RCH)
HGS1/03: spare

Salazar and Winkelhock had both tested at Silverstone after the Austrian GP, although the former's session was rendered useless by rain. The HGS1 remains unchanged, but the German team has been reinforced by Gustav Brunner who joins the team for the third time, having left the Maurer Formula 2 team as that German team's F1 plans have not come to fruition.

ALFA ROMEO

182/3: Bruno Giacomelli (I)
182/6: Andrea de Cesaris (I)
182/4: spare

The only changes to the Alfas were aerodynamic where the pressure centre of the side pod wings had been altered. The team had worked hard back at the factory: both cars damaged at the start of the Austrian GP had been repaired, and the turbocar was being built up for its testing debut at Monza on September 1 and 2. This model consists of a 182 monocoque with a larger fuel tank, while the V8 engine is expected to deliver 600 bhp in race form and 670 bhp during practice.

Cockpits

BRABHAM-BMW

BT50/05: Nelson Piquet (BR)
BT50/04: Riccardo Patrese (I)
BT50/02: spare

The Anglo-German team is concentrating hard on trying to keep down the temperature of the fuel so that pre-detonation is kept to a minimum. The cars were again fitted with their 'mini-fridge' but there were also 'shields' around the fuel tanks protecting the tanks from the heat exchangers. On Friday, Patrese tried carbon fibre brakes.

ENSIGN

N181/1 (16): Roberto Guerrero (COL)

The little Ensign team is again short of money, so there were no modifications to the lone car. The team had two engines, but both were damaged by the end of the weekend.

FERRARI

126C2/062: Patrick Tambay (F)
126C2/061: spare

The team's sole driver for the rest of this season was in pain because of damaged vertebrae from the Austrian GP which seriously abbreviated his practice sessions. The team had a completely new monocoque at Dijon, 062, although it had been seen the week before during testing at Monza. There it was fitted with a longitudinal gearbox. But for the Swiss GP, it had a transverse gearbox, while the spare, formerly Tambay's race car, was fitted with the new gearbox which was then replaced by the old transverse unit after the first unofficial session. The 062 has a number of modifications and changes in comparison to the former model. These centre around the front end, where the space for rocker suspension was no longer evident, and the cast front suspension mounting points had been replaced by a more compact, sturdier version. Apart from these suspension changes, the anti-roll bar was now mounted beneath the drivers legs, which was at least safer for him, but caused more work for the mechanics when it had to be adjusted.

FITTIPALDI

F9/1: Chico Serra (BR)
F8D/3: spare

The frontal edges of the side pods, both top and bottom, had been extended which made the length of the side pods five centimeters more. Otherwise, the cars were unmodified. Serra crashed both cars without major damage, the F8D on the Friday morning, and the F9 on the Saturday morning, but he was unable to qualify.

LOTUS

91/8: Elio de Angelis (I)
91/7: Nigel Mansell (GB)
91/6: de Angelis's spare
91/9: Mansell's spare

Chassis 91/9 was back on the scene, replacing 91/5 which was back at the workshop having frontal modifications in order to maximise the effect of rising-rate suspension with which it is fitted. Otherwise there were no modifications to the cars at this race where Colin Chapman took delivery of his first Renault V6 turbo engine. This will be fitted into a modified 91 for testing before a new car is built to accomodate the turbo.

MARCH

821/RM11: Rupert Keegan (GB)
821/RM07: Raul Boesel (BR)

The team had no spare car nor did Jochen Mass make an appearance at Dijon, although the latter is due to return at Monza. The team had new rear wings and new mounting points, and there were new rear suspension mounting points too. And after recent testing, the team had gone back to the same underbody that was used at the beginning of the year. Adrian Reynard has now left the team.

McLAREN

MP4/1B/05: John Watson (GB)
MP41B/07: Niki Lauda (A)
MP41B/06: spare

All three MP4s were in exactly the same specification as they had been in Germany, the side pods with removable side panels having been abandoned as they showed no positive improvement.

OSELLA

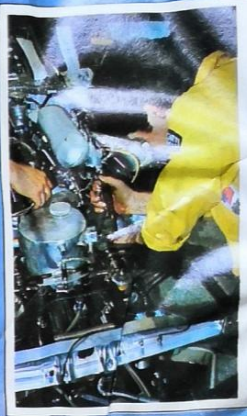
FA1D/05: Jean-Pierre Jarier (F)
FA1D/01: spare

The only changes to the Osella were new air intakes in the engine cover which allowed for improved engine efficiency.

TALBOT-LIGIER

JS19/01: Eddie Cheever (USA)
JS19/02: Jacques Laffite (F)
JS19/03: spare

The only novelty was new side pods fitted to Laffite's car.



RENAULT

RE30B/10: Alain Prost (F)
RE30B/08: René Arnoux (F)
RE30B/06: spare

There were no major changes to the Regie's cars, although they were fitted with the hydraulic ride-height adjustment system which had been improved since Austria. Prost's retirement at Österreichring was caused by an overheated fuel injection pump which wasn't connected to the numerous injection problems which worried the team in practice. These had been diagnosed and cured before the race. Arnoux started in the spare car after crashing his own, heavily, on Saturday morning.

THEODORE

TY02/2: Tommy Byrne (IRL)

The team had bought only the spare seen in Austria and Germany, as TY02 was back at the factory having monocoque modifications made for it to be fitted with rising-rate suspension. Tony Southgate was not in Dijon, but Tommy Byrne was unable to qualify.

Cockpits

TOLEMA[illegible] HART
TG181C/6: Derek Warwick (GB)
TG181C/9: Teo Fabi (I)

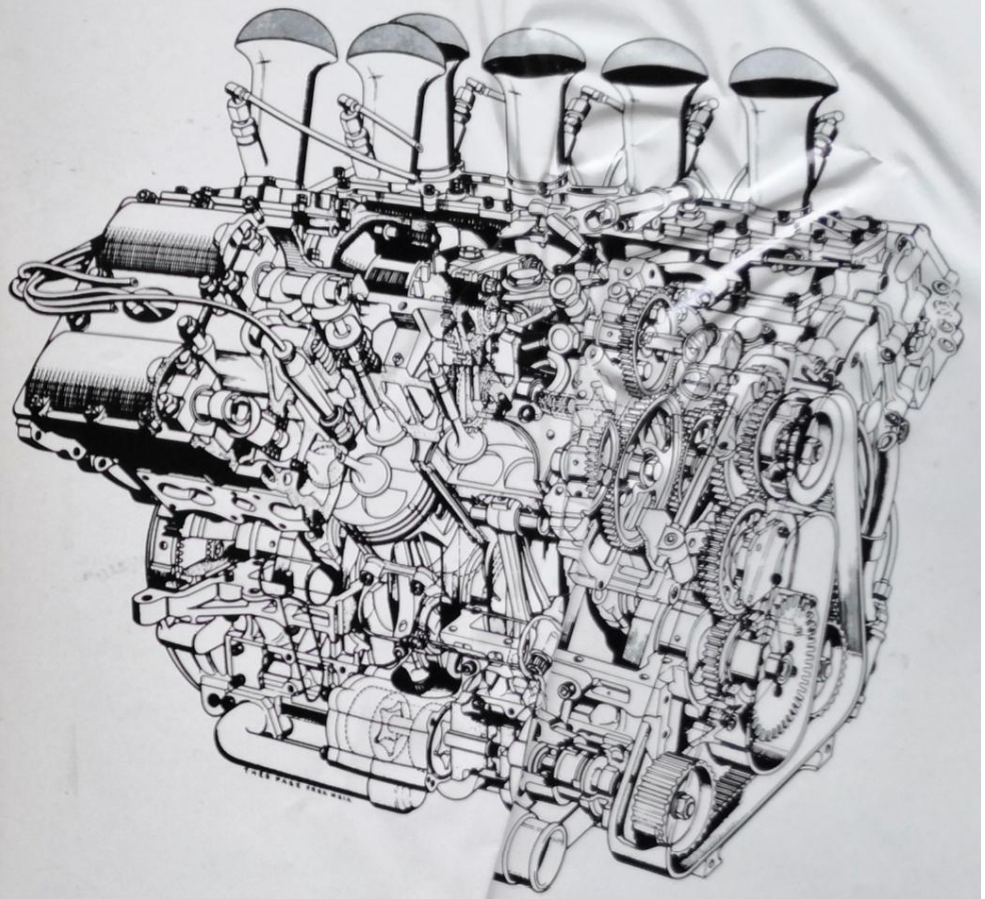
With the team's new TG183 now testing, it was no surprise to find that there were no modifications to the team's old cars, variously nick-named the 'Flying Pig' and 'Belgrano', the latter an ancient Argentine cruiser sunk in the Falklands war. However, the new car had proved promising in testing at Silverstone the Thursday after the Austrian GP when Warwick got down to 1'10"5 within a few laps, almost a second better than the best of the older cars. The new car then went testing at Monza where it will make its debut. It has a carbon fibre monocoque strengthened by three Kevlar rods, the fashionable pullrod suspension and large water radiators on either side of the monocoque. And it still retains the nose-mounted oil radiator, although this is housed in much prettier bodywork. The Hart 415T is now a semi-stressed member, but the turbo has been moved from above the engine to the left hand side pod,which has meant a change to both the exhaust system and the waste gate. The air-water heat exchanger is mounted behind the 235 litre fuel tank, above the engine. The car is on the weight limit at 580 kilos. Only one car will be built before two more definitive models are built for next season.

WILLIAMS
FW08/6: Derek Daly (IRL)
FW08/5: Keke Rosberg (SF)
FW08/3: spare

No changes.

TYRRELL
011/6: Michele Alboreto (I)
011/2: Brian Henton (GB)
011/5: spare

Alboreto had an entirely new chassis which was a kilo lighter. This was because of his two accidents in Austria, and as the suspension parts stock had been exhausted, more narrow track pieces had had to be fabricated.



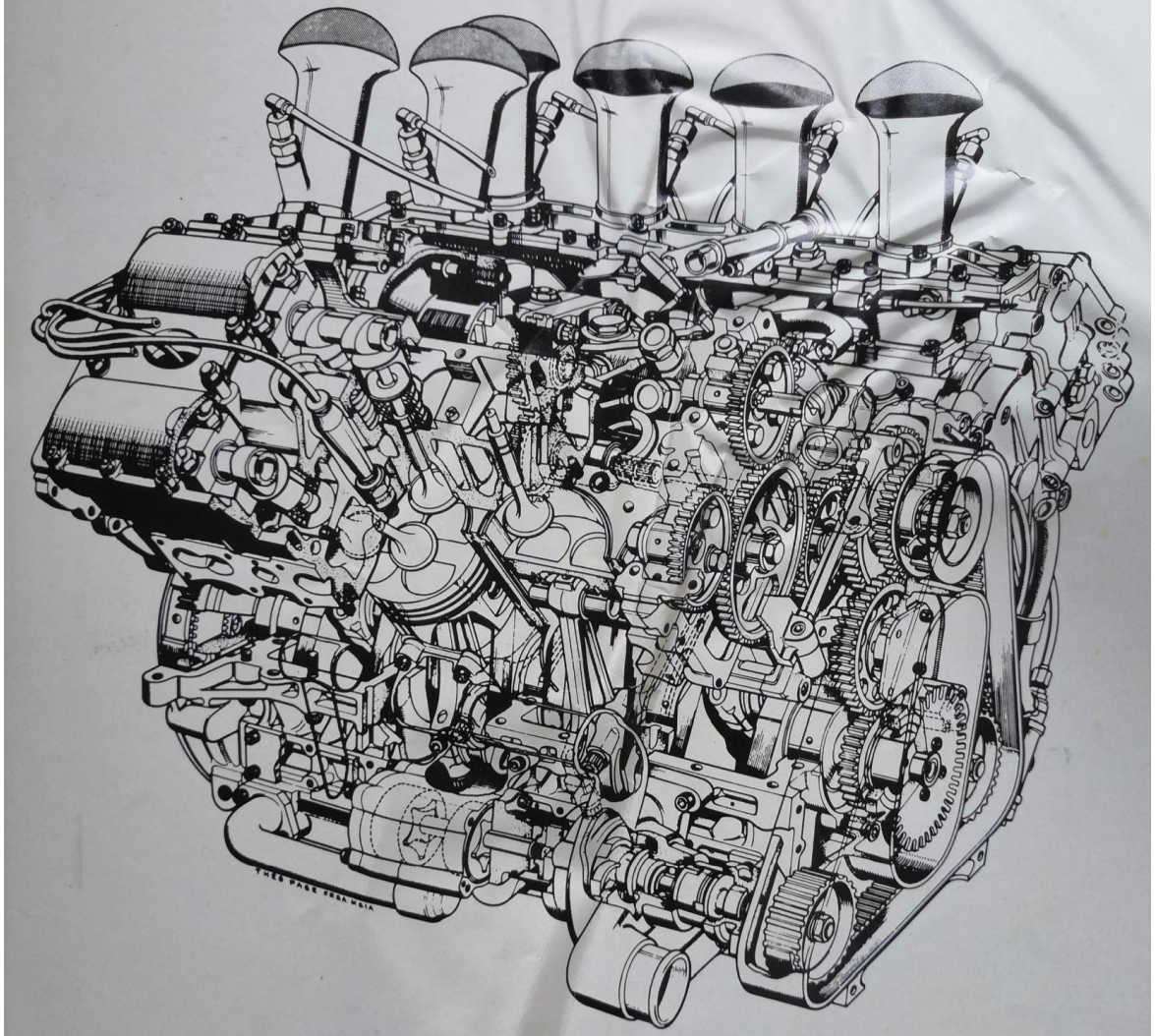
A legend i[illegible]wn lap time

[illegible]57. The Ford DFV won its very first Grand [illegible]ustria, 1982. It won its 150th.* The Österr[illegible] wins out of 218 starts. That's 15[illegible]vely uncomplicated engine is [illegible]s and the rest? How cor[illegible] like all Fords, it's built to last. still able to bl[illegible] Maybe [illegible]

[illegible]cing in their blood Ford

Our [illegible]

*Result subject to official confirmation.



A legend in its own lap time

Zandvoort, Holland, 1967. The Ford DFV won its very first Grand Prix.

The Österreichring, Austria, 1982. It won its 150th.*

That's 150 Grand Prix wins out of 218 starts.

How come this relatively uncomplicated engine is still able to blow off turbos and the rest?

Maybe it's because, like all Fords, it's built to last.

Our cars have racing in their blood Ford

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